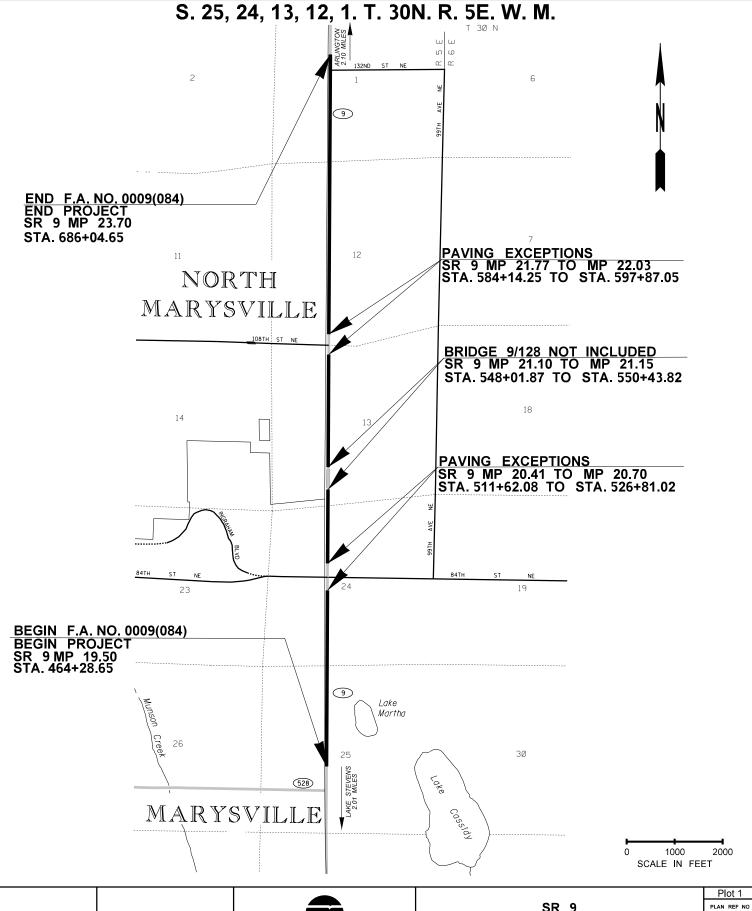
INDEX

SHEET NO.	PLAN REFERENCE NO.	TITLE
1	IN1	INDEX/ VICINITY MAP
2	CT1	CERTIFICATION SHEET
3-4	SQ1-SQ2	SUMMARY OF QUANTITIES
5-7	RS1-RS3	ROADWAY SECTIONS
8-18	PV1-PV11	PAVING PLAN
19-20	PD1-PD2	PAVING DETAILS PLAN
21-22	PM1-PM2	PAVEMENT MARKINGS PLAN
23-46	TC1-TC24	TRAFFIC CONTROL PLAN
47-50	DU1-DU4	DETOUR PLAN
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PLAN	l
REFERENCE	l
NO.	l
SHEET	ı
OF	ı
SHEETS	ı

NOTE: ALL SHEET REFERENCES, FIRST NOS. OF STRUCTURE CODE DESIGNATIONS AND MATCH LINE SHEET REFERENCES, ETC., THROUGHOUT THE PLANS, REFER TO THE ENTRY IN THE PLAN REFERENCE NUMBER BOX.



T:\412420\XL6458 - SR 9 - SR	528 to 132nd St NE VIc - Paving with Exceptions	s\PSE - Plans, Sp	ecs &	Est\(F	PSE) PLN	I - Plans∖Proof∖XL6458_PS_IN.d <mark>g</mark> n
1:24:28 PM					STATE	FED.AID PROJ.NO.
11/29/2022					W/V CPI	0009(084)
baronap				10	WASH	3333(333)
P.BARONA						
P.BARONA				22A	.034	
G.HUTTON				CONTR	RACT NO.	LOCATION NO.
M.KAYANDA						
B.NIELSEN	REVISION	DATE	BY			
	1:24:28 PM 11/29/2022 baronap P.BARONA P.BARONA G.HUTTON M.KAYANDA	1:24:28 PM 11/29/2022 baronap P.BARONA P.BARONA G.HUTTON M.KAYANDA	1:24:28 PM 11/29/2022 baronap P.BARONA P.BARONA G.HUTTON M.KAYANDA	1:24:28 PM 11/29/2022 baronap P.BARONA P.BARONA G.HUTTON M.KAYANDA	1:24:28 PM REGION NO. 11/29/2022 baronap P.BARONA P.BARONA G.HUTTON M.KAYANDA REGION NO. 22A CONTE	No. No.

Washington State
Department of Transportation

P.E. STAMP BOX

DATE

P.E. STAMP BOX

SR 9
SR 528 TO 132ND ST NE VIC
PAVING WITH EXCEPTIONS

IN1

50 SHEETS

INDEX/ VICINITY MAP

PROJECT LICENSED PROFESSIONAL CERTIFICATES

Masoud Kayanda Masoud Kayanda			
Masoud Kayanda			
Dec 6, 2022			
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.
AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.

NOTES

THIS PLAN SET WAS DEVELOPED ELECTRONICALLY UNDER THE DIRECT SUPERVISION OF THE LICENSED PROFESSIONALS THAT HAVE AFFIXED THEIR SIGNATURE TO THIS PAGE.

THIS SHEET SERVES AS THE CERTIFICATION BY THE ABOVE LICENSED PROFESSIONALS OF ALL SHEETS IN THIS PLAN SET WHERE THEIR STAMPS AND SIGNATURES APPEAR.

FILE NAME	T:\412420\XL6458 - SR 9 - SF	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, Spe	cs & Est\(P	SE) PLN - Plans\Proof\XL6458 PS CT	r.dan				
TIME	1:25:44 PM	l ·	T 1	REGION		7			SR 9	PLAN REF NO
DATE	11/29/2022			10.	MA CLI					CT1
PLOTTED BY	baronap			10	WASH				SR 528 TO 132ND ST NE VIC	""
DESIGNED BY	P. SCHNEIDER			JOB NU				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22A	034			, ,		2
CHECKED BY	G. HUTTON			CONTRA	CT NO. LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE		CERTIFICATION SHEET	50 SHEETS
REGIONAL ADM.	. B. NIELSEN	REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		OLIVIII IOATION OTILLI	SHEETS

12/6/2022

SUMMARY OF QUANTITIES

		SUB-TOTAL	SUB-TOTAL				GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6				
ITEM	TOTAL	* SECTION	** SECTION	STD.					ł – – – – – – – – – – – – – – – – – – –			 				
NO	TOTAL	I-07.2(1)	I-07.2(2)	ITEM	UNIT	ITEM	SR 9 NB/SB STA.	SR 9 NB/SB STA.	SR 9 NB/SB STA.	SR9 NB/SB STA.	BRIDGE 9/128	THIRD PARTY			1	
	QUANTITY	OF STANDARD	OF STANDARD	NO.			464+28.65	526+81.02	550+43.82	597+87.05		DAMAGE			1	
		SPECS	SPECS				TO STA. 526+81.02	TO STA. 548+01.87	TO STA. 584+14.25	TO STA. 686+04.65					1	
						PREPARATION	-		<u> </u>				1	<u> </u>	 	
1 1	LUMP SUM		LUMP SUM	0001	L.S.	MOBILIZATION	L.S.	L.S.	L.S.	L.S.				<u> </u>	i i	<u> </u>
it		1		i i			- <u> </u>		i i	i				<u> </u>	i i	
iii	İ	İ		i i		GRADING	ii		i i	i		i i	İ	i i	í i	i
2	4660.00	İ	4660.00	0332	S.Y.	PAVEMENT REPAIR EXCAVATION INCL. HAUL	īi	621.00	1,237.00	2,802.00		i i	İ	İ	í i	i
i i	İ	İ					Ti Ti		İ	ĺ			İ	İ	í i	i
İ						SURFACING										
3	50.00		50.00	5100	TON	CRUSHED SURFACING BASE COURSE]	30.00	20.00						1 1	
															1 1	
						HOT MIX ASPHALT				J					<u>1 L</u>	
4	51690.00		51690.00	5711	S.Y.	PLANING BITUMINOUS PAVEMENT	12,670.00	5,570.00	8,750.00	24,700.00					<u> </u>	
5	564.00		564.00	5739	TON	HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22		90.00	187.00	287.00					<u> </u>	
6	6950.00		6950.00	5767	TON	HMA CL. 1/2 IN. PG	2,740.00	600.00	950.00	2,660.00						
7	38225.00		38225.00			JOB MIX COMPLIANCE PRICE ADJUSTMENT	15,070.00	3,300.00	5,225.00	14,630.00					<u> </u>	
8	38225.00		38225.00			COMPACTION PRICE ADJUSTMENT	15,070.00	3,300.00	5,225.00	14,630.00					<u> </u>	
9	60.00		60.00			HMA SAWCUT AND SEAL	<u> </u>				60.00				<u> </u>	
10	10000.00		10000.00			CRACK SEALING - FA	10,000.00								<u> </u>	
11	-1.00		-1.00			SMOOTHNESS COMPLIANCE ADJUSTMENT	-1.00								<u> </u>	
12	9579.00		9579.00	5837	DOL	ASPHALT COST PRICE ADJUSTMENT	3,493.00	880.00	1,450.00	3,756.00					<u> </u>	
<u> </u>							_!!		<u> </u>							
						EROSION CONTROL AND ROADSIDE PLANTING			<u> </u>				1			
13	16.00		16.00			ESC LEAD	16.00		<u> </u>	1.00			1	1 1		
14	1.00		1.00	-		INLET PROTECTION		<u> </u> 	<u> </u>	1.00		<u> </u>	1	1 1		
15	5000.00		5000.00	6490	DOL	EROSION/WATER POLLUTION CONTROL	5,000.00	<u> </u>	<u> </u>				<u> </u>			<u> </u>
 	<u> </u>	<u> </u>] 		TRAFFIC	_		<u> </u>	1			1	<u> </u>		<u></u>
16	73470.00		73470.00	1 6800	1 5	PROFILED PLASTIC LINE	23,820.00	7,280.00	12,150.00	29,470.00	750.00	<u> </u>	1	1 1		
17	1780.00	1	1780.00			PROFILED PLASTIC WIDE LINE	1,500.00	1,200.00	12,130.00	280.00	730.00	<u> </u>	1	<u> </u>		<u>_</u>
18	57000.00	<u> </u>	57000.00			TEMPORARY PAVEMENT MARKING-SHORT DURATION	14,250.00	6,564.00	9,852.00	26,334.00		<u> </u>	<u> </u>	<u> </u>		<u>+</u>
19	21.00		21.00			PLASTIC TRAFFIC ARROW	16.00	1 0,004.00	0,002.00	5.00		<u> </u>	<u> </u>	<u> </u>		
20	32.00	1	32.00			PLASTIC TRAFFIC LETTER	32.00	<u> </u>	<u> </u>	1		<u> </u>	1	1 1	i i	<u> </u>
21	288.00	1	288.00			PLASTIC CROSSWALK LINE	288.00		<u> </u>	1			1	1 1	i i	
22	3.50		3.50	-		CENTERLINE RUMBLE STRIP	0.90	0.40	0.60	1.60		<u> </u>	ĺ	<u> </u>		 i
23	8.20		8.20			RAISED PAVEMENT MARKER TYPE 2	1.90	0.90	1.50	3.90		<u> </u>	İ	<u> </u>	i i	i
24	LUMP SUM	i	LUMP SUM			PROJECT TEMPORARY TRAFFIC CONTROL	L.S.	L.S.	L.S.	L.S.		<u> </u>	i	i i	í í	i
25	1088.00	i	1088.00	6980		FLAGGERS	196.00	228.00	208.00	456.00			j	<u>i</u>	<u> </u>	i
26	25000.00	j	25000.00	7572	DOL	WORK ZONE SAFETY CONTINGENCY	25,000.00			j					<u> </u>	
27	107.00		107.00	6976	HR	PATROL AND MAINTAIN TRAFFIC CONTROL MEASURES	29.00	20.00	21.00	37.00					<u> </u>	
28	36.00		36.00	9238	EACH	PLASTIC YIELD LINE SYMBOL	36.00								<u> </u>	
29	62.00		62.00	7441	EACH	TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIPS	14.00	14.00	14.00	20.00					<u> </u>	
										I			<u> </u>		<u> </u>	
	1	I				OTHER ITEMS			<u> </u>				<u> </u>		<u> </u>	l
30	-1.00	I				MINOR CHANGE	-1.00		<u> </u>				<u> </u>		<u> </u>	
31	-1.00					AGGREGATE COMPLIANCE PRICE ADJUSTMENT	-1.00								<u> </u>	
·	LUMP SUM			·		TYPE B PROGRESS SCHEDULE	L.S.	L.S.	L.S.	L.S.			1	<u> </u>	<u> </u>	
	LUMP SUM	ļ				ROADWAY SURVEYING	L.S.	L.S.	L.S.	L.S.			<u> </u>	<u> </u>		
34	LUMP SUM	ļ				SPCC PLAN	L.S.	L.S.	L.S.	L.S.		<u> </u>	<u> </u>	<u> </u>	<u> </u>	
35	5.00		5.00	7725	DOL	REIMBURSEMENT FOR THIRD PARTY DAMAGE						5.00				

GROUP	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
LEGEND	1	009	313204	**	FEDERAL
	2	009	313204	**	FEDERAL
	3	009	313204	**	FEDERAL
	4	009	313204	**	FEDERAL
	5	009	313204	**	FEDERAL
	6	009	313204	**	STATE

		REGION STATE	FEDERAL AID PROJECT. NO.		SR 9	SQ1
		10 WA	0009(084)		4.1.4	501
		IU WA		Washington State	SR 528 TO 132ND ST NE VIC	SHEET
		JOB NUMBER		Department of Transportation	PAVING WITH EXCEPTIONS	3
		22A034/3		Department of Transportation		OF
		CONTRACT NO			SUMMARY OF QUANTITIES	50
DATE	REVISION BY	000000				SHEETS

DOT_RGG900

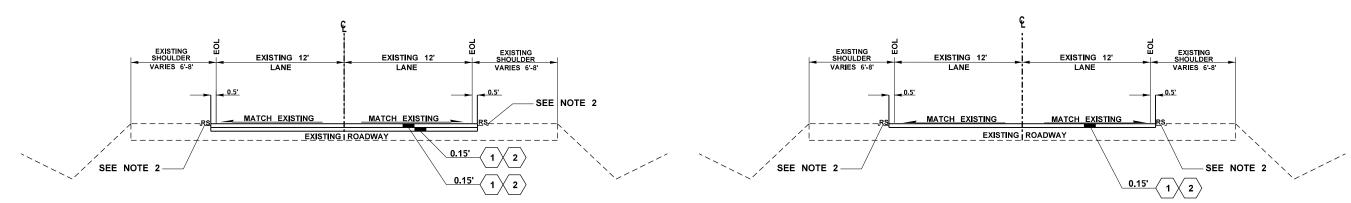
12/6/2022

SUMMARY OF QUANTITIES

			SUB-TOTAL	SUB-TOTAL				GROUP 1	GROUP 2	GROUP 3	GROUP 4	GROUP 5	GROUP 6							
ITI	NO	TOTAL QUANTITY	SECTION I-07.2(1) OF STANDARD SPECS	SECTION I-07.2(2) OF STANDARD SPECS	STD. ITEM NO.	UNIT	ITEM	SR 9 NB/SB STA. 464+28.65 TO STA. 526+81.02	SR 9 NB/SB STA. 526+81.02 TO STA. 548+01.87	STA. 550+43.82 TO STA.	SR9 NB/SB STA. 597+87.05 TO STA. 686+04.65	BRIDGE 9/128	THIRD PARTY DAMAGE							
3	36	LUMP SUM		LUMP SUM		L.S.	REFERENCING EXISTING PAVEMENT MARKINGS	L.S.	L.S.	L.S.	L.S.									
3	37	5000.00		5000.00	7480	DOL	ROADSIDE CLEANUP	5,000.00									1			
Ιī			1											1		1	1	1	1	

GROUP	GROUP NUMBER	SR	CONTROL SECTION	TAX SCHEDULE	FUND PARTICIPANTS
LEGEND	1	009	313204	**	FEDERAL
	2	009	313204	**	FEDERAL
	3	009	313204	**	FEDERAL
	4	009	313204	**	FEDERAL
	5	009	313204	**	FEDERAL
	6	009	313204	**	STATE

	REGIO	N STATE	FEDERAL AID PROJECT. NO.		CD C	SQ2
		WA	0009(084)		SR 9	JUZ
				Washington State	SR 528 TO 132ND ST NE VIC	SHEET
		NUMBER A034/3		Department of Transportation	PAVING WITH EXCEPTIONS	4
				' '	OLIMANA DV. OF OLIMANTITIES	- OF
		TRACT NO			SUMMARY OF QUANTITIES	50
DATE REVISION	BY 0	00000				SHEETS

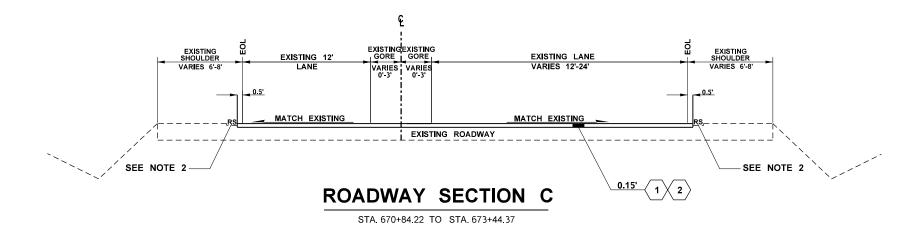


ROADWAY SECTION A

STA. 464+28.65 TO STA. 511+62.08

ROADWAY SECTION B

STA. 526+81.02 TO STA. 548+01.87 STA. 550+43.82 TO STA. 584+14.25 STA. 597+87.05 TO STA. 670+84.22



LEGEND

PLANING BITUMINOUS PAVEMENT

 $\langle 2 \rangle$ HMA CL. 1/2 IN. PG 58H-22

NOTES:

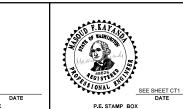
1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS

2. RS = EXISTING RUMBLE STRIP TO REMAIN

3. EOL = EDGE LINE TO BE REFERENCED PRIOR TO PLANNING

4. PLANING AND PAVING LIMITS IS 0.5' FROM EOL OR TO THE INSIDE EDGE OF THE EXISTING RUMBLE STRIP, WHICHEVER IS

FILE NAME	T:\412420\XL6458 - SR 9 - SF	R 528 to 132nd St N	E VIc - Paving w	Ith Exceptions\PSE	- Plans, Spec	s & Es	st\(PS	SE) PLN	- Plans\Proof\XL6458_PS_RS.	lgn
TIME	1:27:02 PM						GION NO.	STATE	FED.AID PROJ.NO.	l
DATE	11/29/2022						0 1	WASH		l
PLOTTED BY	baronap					_ '	ין טו	WASH		l
DESIGNED BY	P.BARONA						OB NU			l
ENTERED BY	P.BARONA					 2 2	2A(034		l
CHECKED BY	G.HUTTON					С	ONTRA	CT NO.	LOCATION NO.	l
PROJ. ENGR.	M.KAYANDA									l
REGIONAL ADM.	B.NIELSEN		REVISION		DATE E	3Y				i



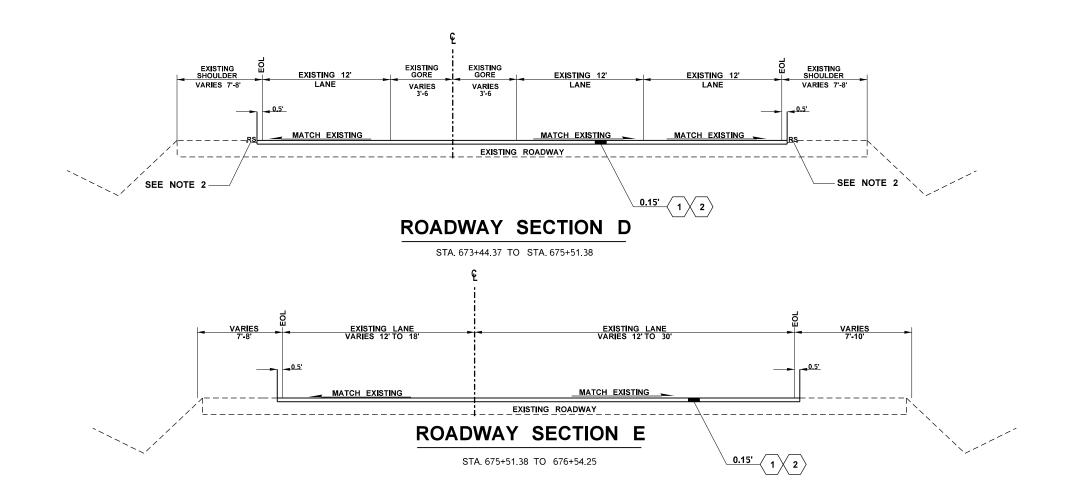


SR 9	
SR 528 TO 132ND ST NE V	C
PAVING WITH EXCEPTIONS	

ROADWAY SECTIONS

50 SHEETS

Plot 1 PLAN REF NO RS1



LEGEND

1 PLANING BITUMINOUS PAVEMENT

 $\langle \mathbf{2} \rangle$ HMA CL. 1/2 IN. PG 58H-22

NOTES:

1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS

2. RS = EXISTING RUMBLE STRIP TO REMAIN

3. EOL = EDGE LINE TO BE REFERENCED PRIOR TO PLANNING

4. PLANING AND PAVING LIMITS IS 0.5' FROM EOL OR TO THE
INSIDE EDGE OF THE EXISTING RUMBLE STRIP, WHICHEVER IS

FILE NAME	T:\412420\XL6458 - SR 9 - SR	R 528 to 132nd St NE VIc - Paving with	Exceptions\PSE - Plans, Spe	ecs &	Est\(P	SE) PLN	- Plans\Proof\XL6458_PS_RS.d
TIME	1:27:02 PM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022					WASH	
PLOTTED BY	baronap				10	WASH	
DESIGNED BY	P.BARONA				JOB N		
ENTERED BY	P.BARONA				22A	034	
CHECKED BY	G.HUTTON				CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	M.KAYANDA						
REGIONAL ADM	R NIFI SEN	REVISION	DATE	RY			



DATE

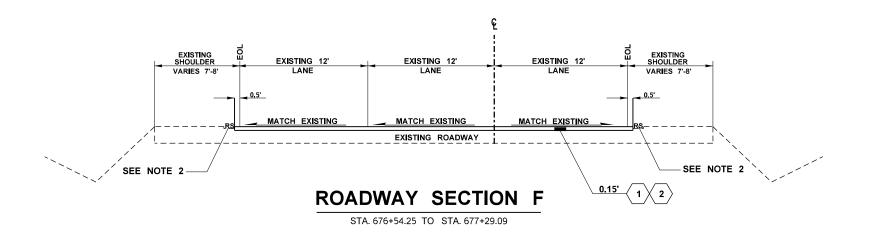
Washington State Department of Transportation

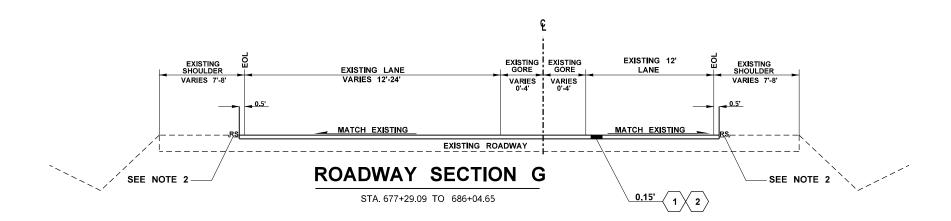
SR 9
SR 528 TO 132ND ST NE VIC
PAVING WITH EXCEPTIONS

ROADWAY SECTIONS

Plot 2 PLAN REF NO RS2

6 OF 50 SHEETS





LEGEND

PLANING BITUMINOUS PAVEMENT

HMA CL. ½ IN. PG 58H-22

NOTES:
1. ALL DEPTHS SHOWN ARE COMPACTED DEPTHS
2. RS = EXISTING RUMBLE STRIP TO REMAIN 2. ROL = EDGE LINE TO BE REFERENCED PRIOR TO PLANNING
4. PLANING AND PAVING LIMITS IS 0.5'FROM EOL OR TO THE
INSIDE EDGE OF THE EXISTING RUMBLE STRIP, WHICHEVER IS

FILE NAME	T:\412420\XL6458 - SR 9 - SF	₹ 528 to 132nd St NE	Vic - Paving with	Exceptions\PSI	E - Plans, Sp	ecs 8	k Est\(F	PSE) PLN	I - Plans\Proof\XL6458_PS_RS.	gn
TIME	1:27:02 PM						REGION NO.	STATE	FED.AID PROJ.NO.	
DATE	11/29/2022							WASH		
PLOTTED BY	baronap						יי ן	WASH		
DESIGNED BY	P.BARONA							NUMBER		
ENTERED BY	P.BARONA						22A	034		
CHECKED BY	G.HUTTON						CONTI	RACT NO.	LOCATION NO.	
PROJ. ENGR.	M.KAYANDA						1			
REGIONAL ADM	B.NIELSEN		REVISION		DATE	BY	1			



DATE

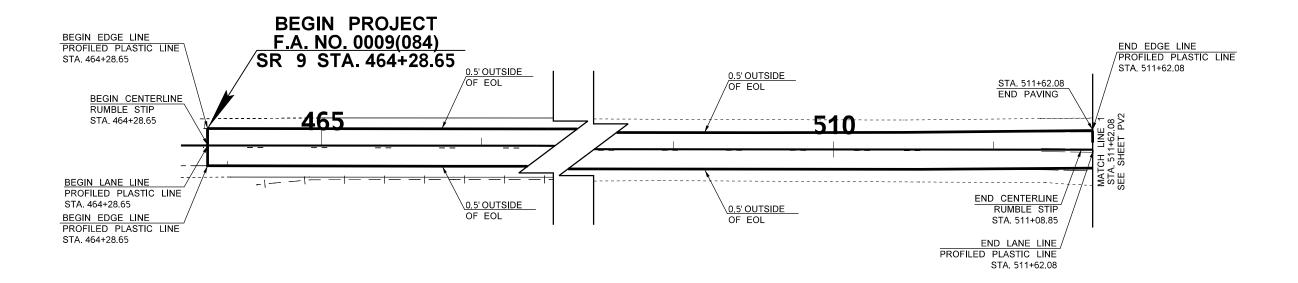


	SR 9			
SR 528 TO	132ND	ST	NE	VIC
PAVING V	VITH E	XCEF	PTIO	NS

VING WITH EXCEPTIONS	SHEET 7 OF
ROADWAY SECTIONS	50 SHEETS

Plot 3 PLAN REF NO RS3





NOTES: 1. FOR PAVEMENT REPAIR DETAILS SEE PD1 AND PD2

1.1 OK TAVEMENT KETA	AIR DETAILS SEE PDT AND PDZ						
	LEGEND						
	PLANING AND PAVING LIMITS						
= RPR	APPROXIMATE PAVEMENT REPAIR AREA						
<u> </u>	EXISTING GUARDRAIL						
	EXISTING PAVED ROADWAY						
	EXISTING CURB FACE						
	EXISTING EDGE LINE						
	EXISTING DOUBLE LINE						
	EXISTING CENTER LINE						
	EXISTING CURB ASPHALT FACE						
1	REPAIR AREA NOTE						

FILE NAME	T:\412420\XL6458 - SR 9 - SR	528 to 132nd St N	E VIc - Paving	with Exceptions\PSE	Plans, Sp	ecs 8	Est\(F	SE) PLN	- Plans\Proof\XL6458_PS_PV.dg
TIME	12:29:53 PM						REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022							WASH	
PLOTTED BY	huttong						יי ן	WASH	
DESIGNED BY	P.BARONA							UMBER	
ENTERED BY	P.BARONA						22A	034	
CHECKED BY	G.HUTTON						CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	M.KAYANDA								
REGIONAL ADM.	B.NIELSEN		REVISION		DATE	BY			



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Washington State Department of Transportation	
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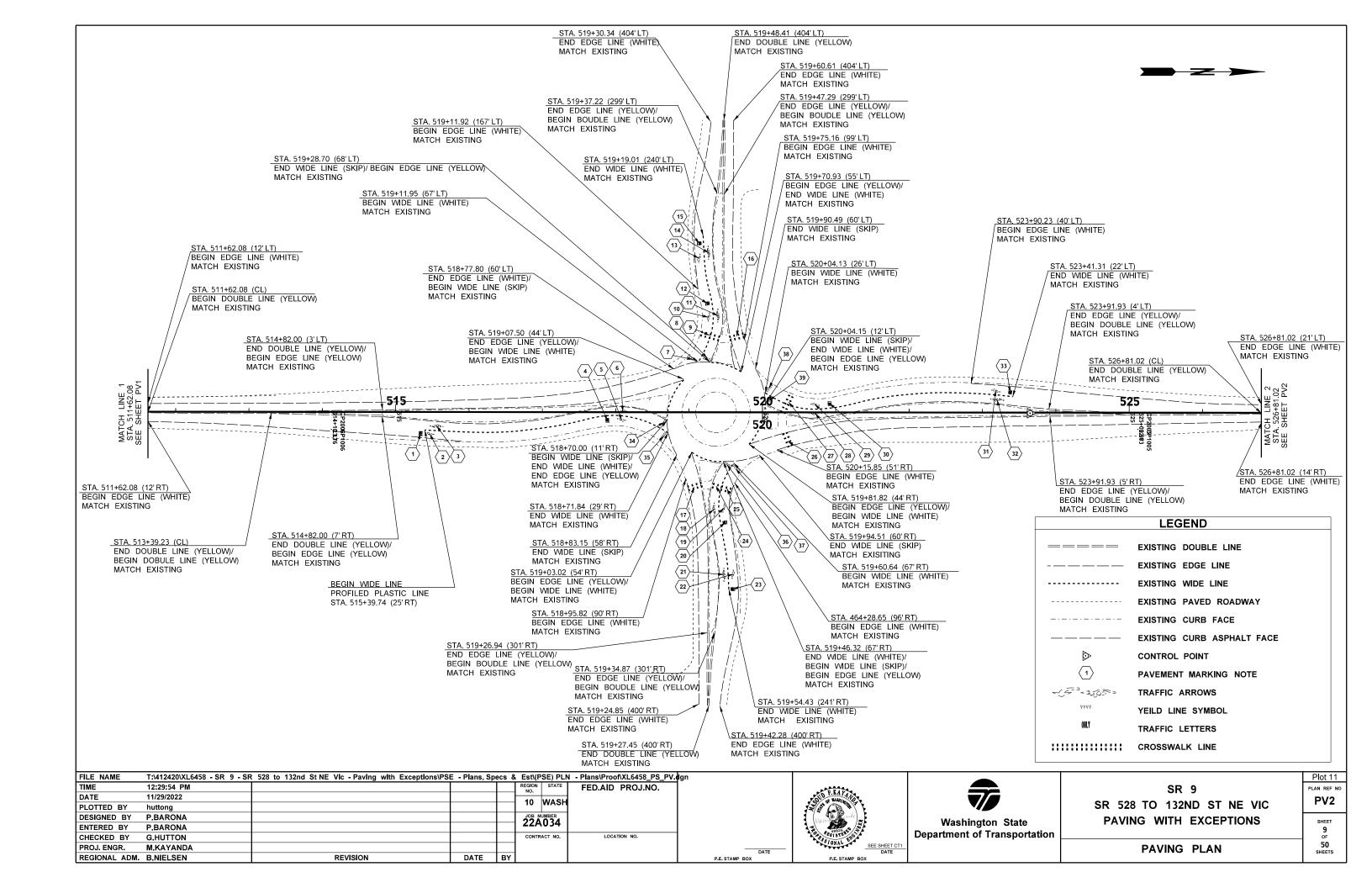
SR 9	
SR 528 TO 132ND ST NE	VIC
PAVING WITH EXCEPTION	18

PAVING PLAN

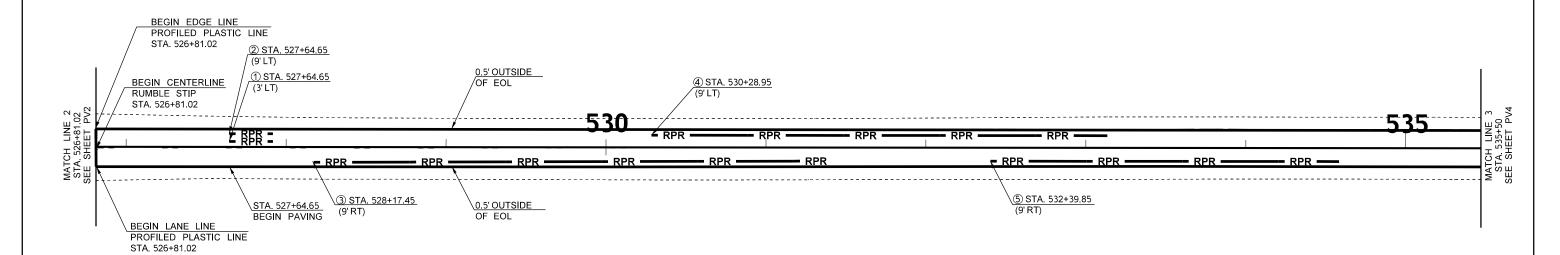
PV1

SHEET
8
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50
SHEETS

Plot 1



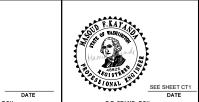




NOTES: 1. FOR PAVEMENT REPAIR DETAILS SEE PD1 AND PD2

LEGEND						
	PLANING AND PAVING LIMITS					
= RPR	APPROXIMATE PAVEMENT REPAIR AREA					
<u> </u>	EXISTING GUARDRAIL					
	EXISTING PAVED ROADWAY					
	EXISTING CURB FACE					
	EXISTING EDGE LINE					
	EXISTING DOUBLE LINE					
	EXISTING CENTER LINE					
	EXISTING CURB ASPHALT FACE					
1	REPAIR AREA NOTE					

FILE NAME	T:\412420\XL6458 - SR 9	9 - SR	528 to	132nd	St NE	VIc -	Paving	with	Exceptions\PSI	E - Plans,	Specs	& Es	t\(P	SE) PLN	- Plans\Prod	of\XL6458_PS_	PV dgn
TIME	12:29:54 PM												O.	STATE	FED.AID	PROJ.NO.	
DATE	11/29/2022											-		WASH			
PLOTTED BY	huttong											'	۱	WASH			
DESIGNED BY	P.BARONA													UMBER			
ENTERED BY	P.BARONA											7 2	2A	034			
CHECKED BY	G.HUTTON											С	ONTR	ACT NO.	LOCA	ATION NO.	
PROJ. ENGR.	M.KAYANDA																
REGIONAL ADM.	B.NIELSEN					REV	SION			DATE	BY	<i>'</i>					



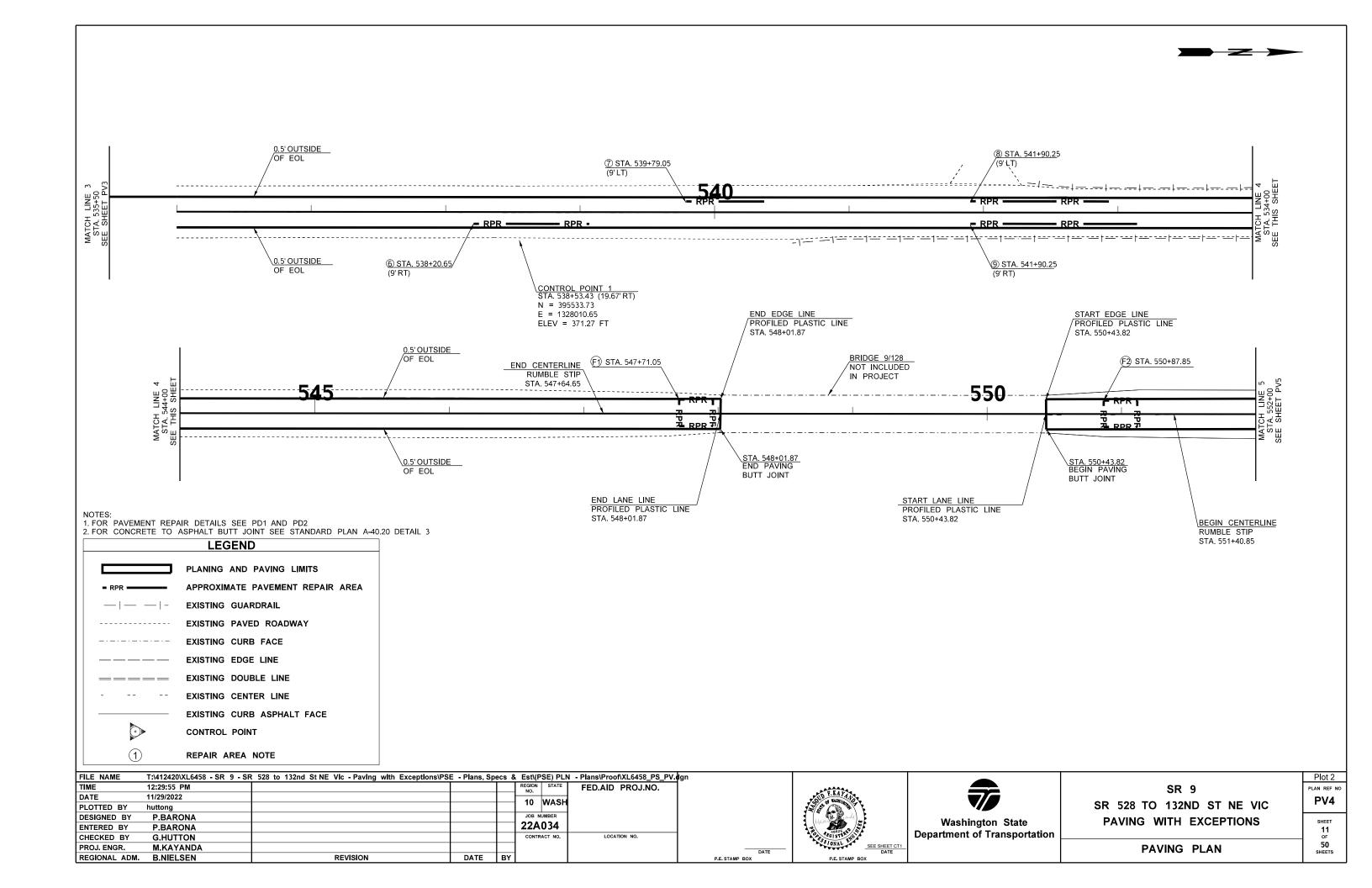
Washington State Department of Transportation	
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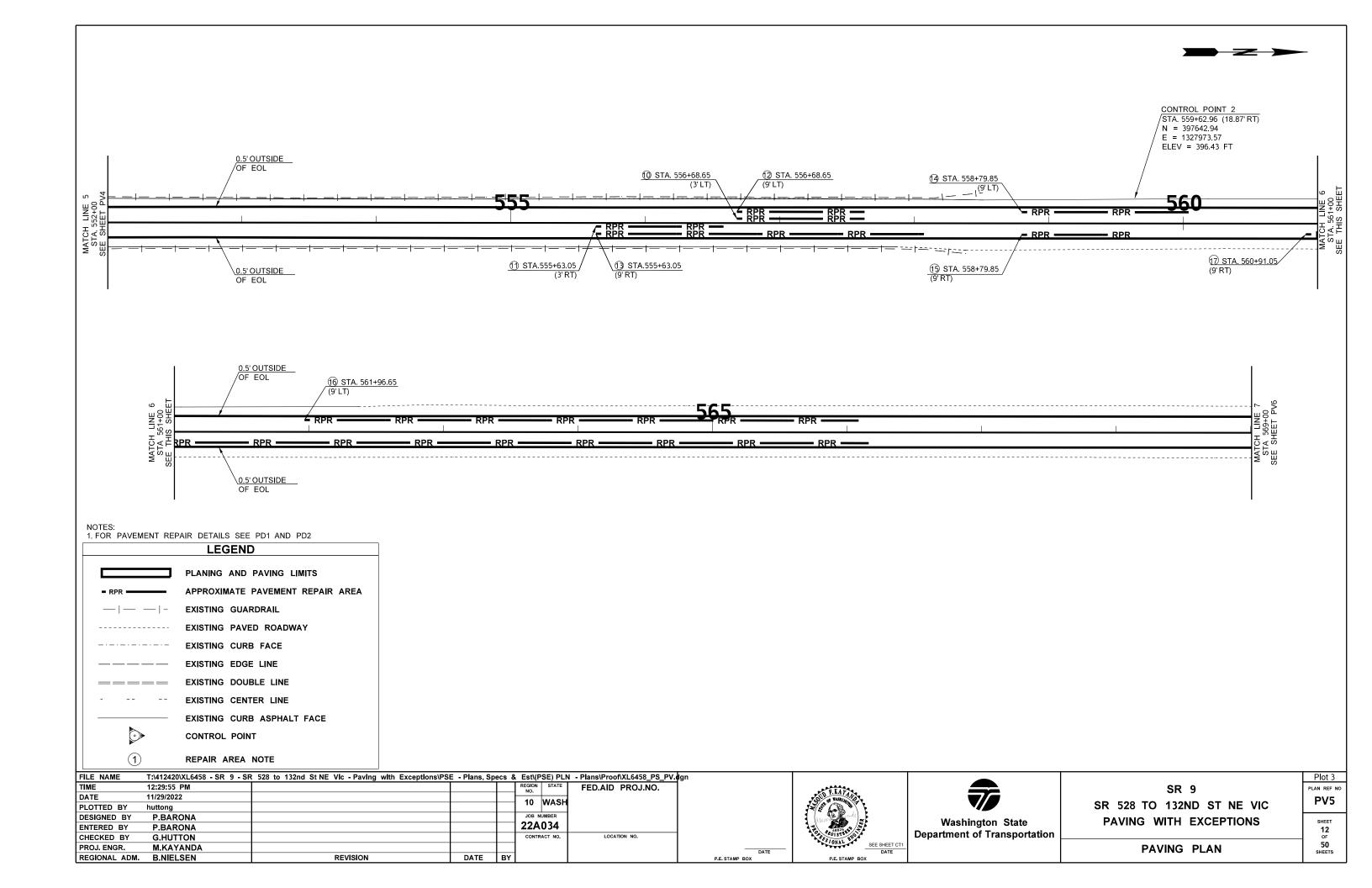
SR 9								
SR 528 TO 132ND ST NE VIC								
PAVING WITH EXCEPTIONS								
PAVING PLAN								

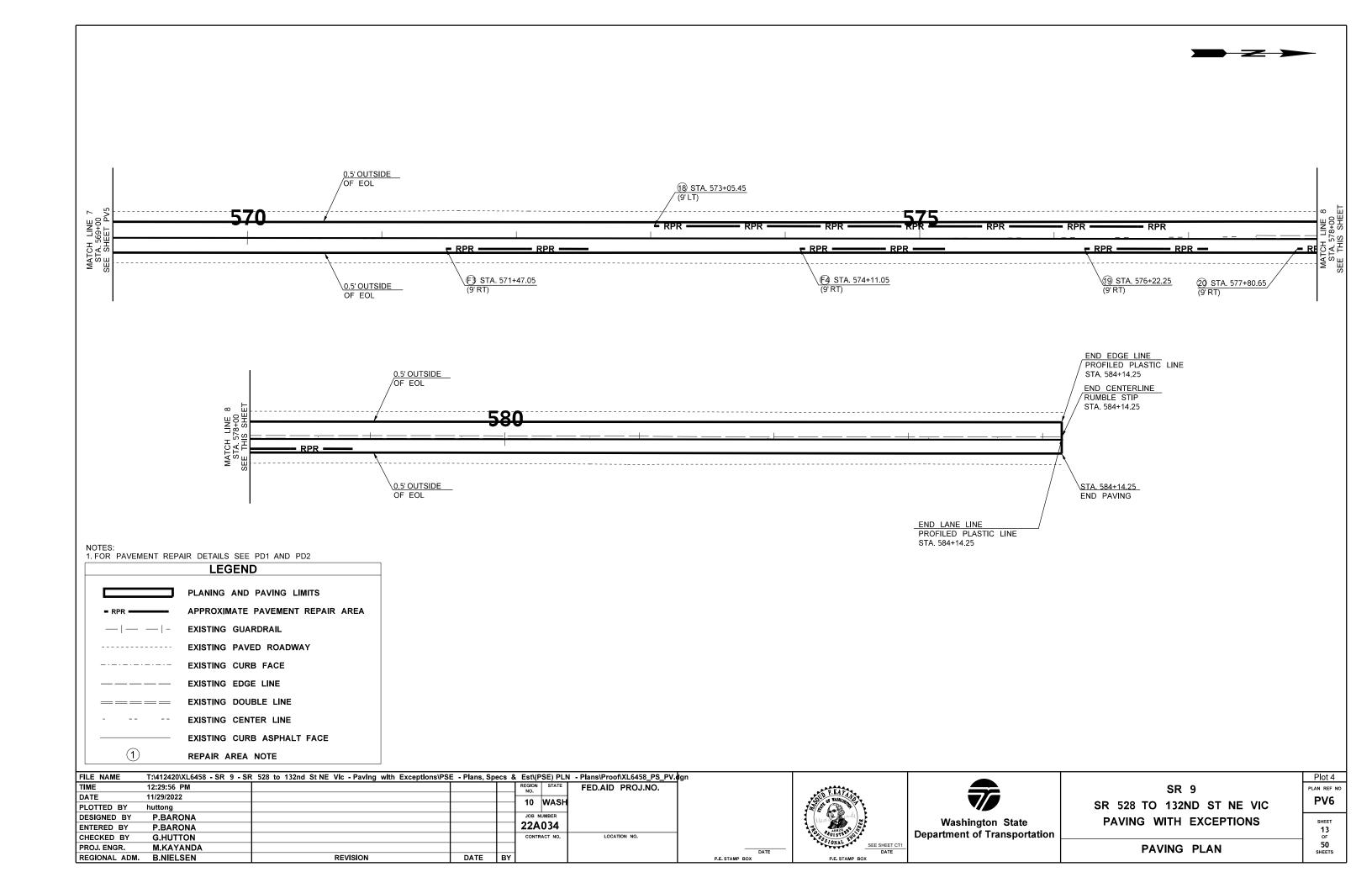
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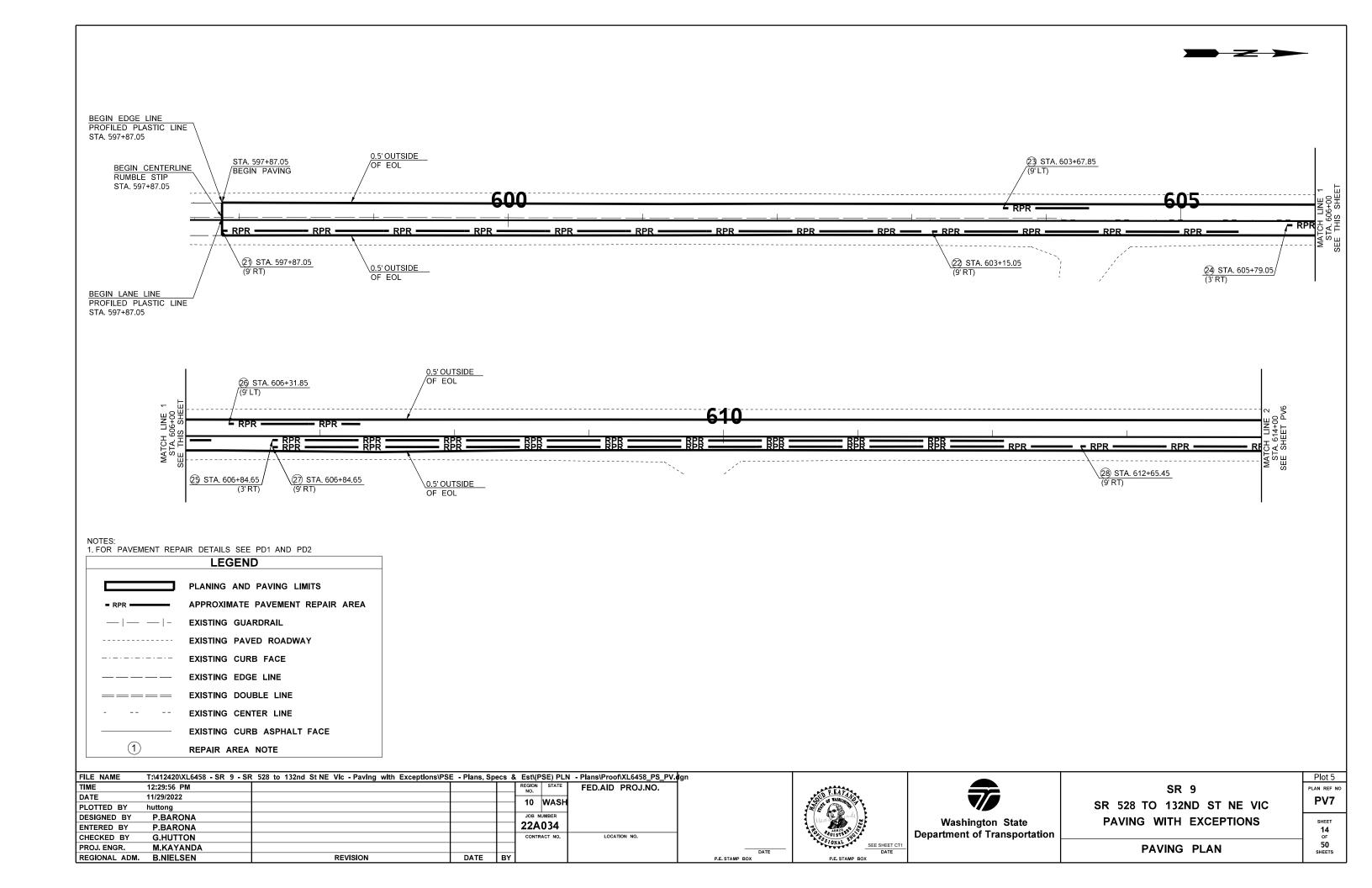
SHEET 10 OF 50 SHEETS

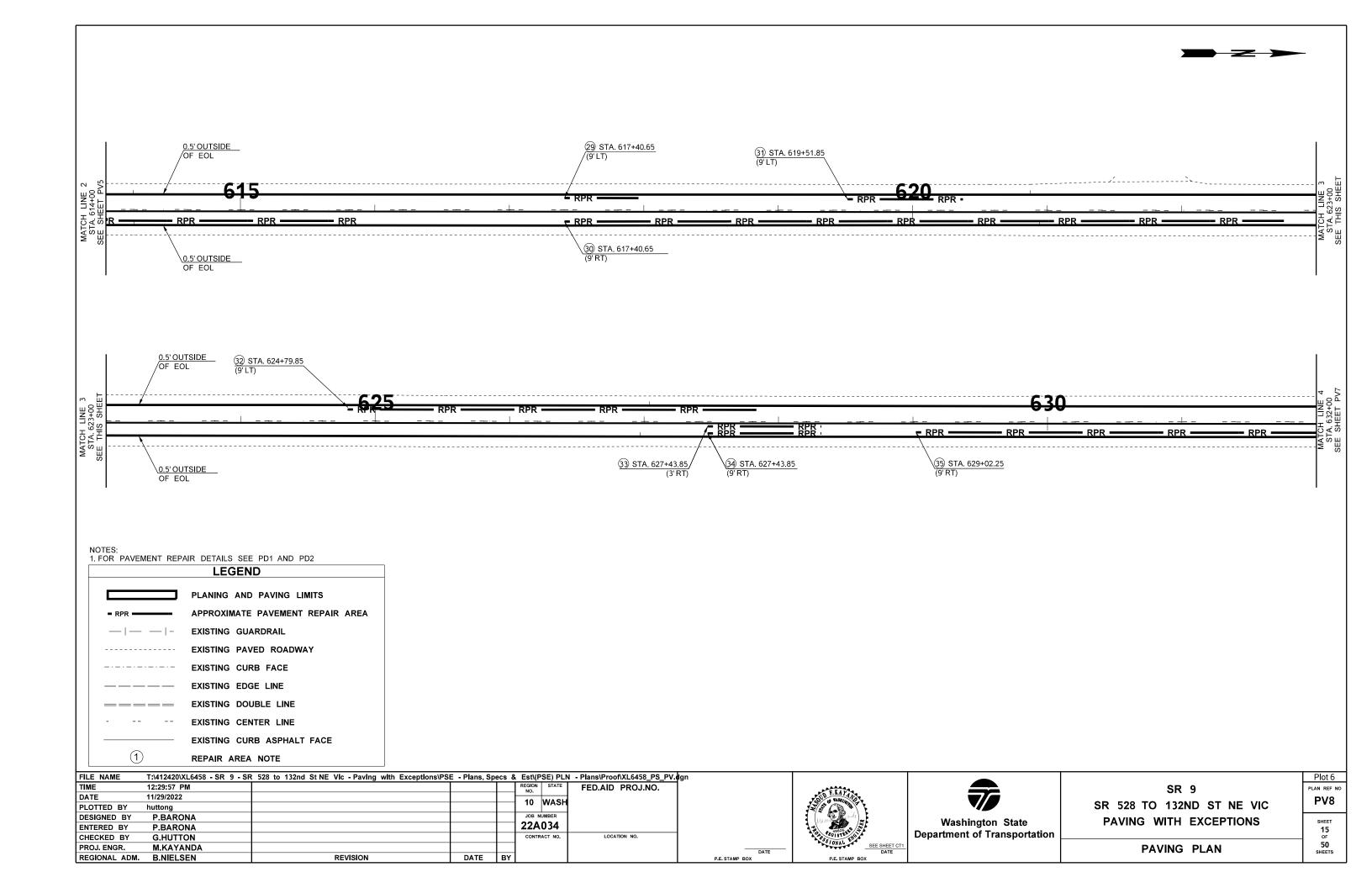
Plot 1

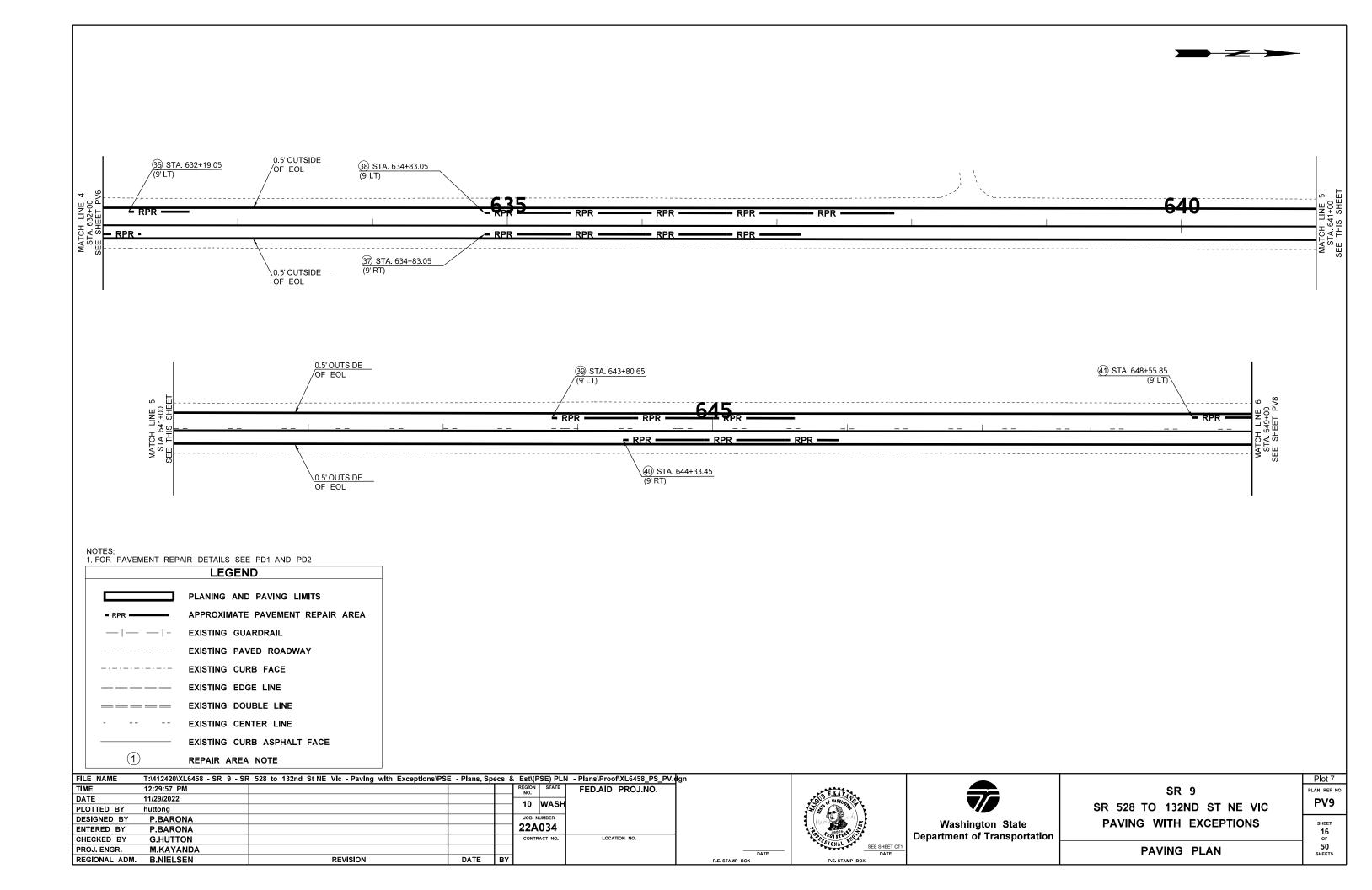


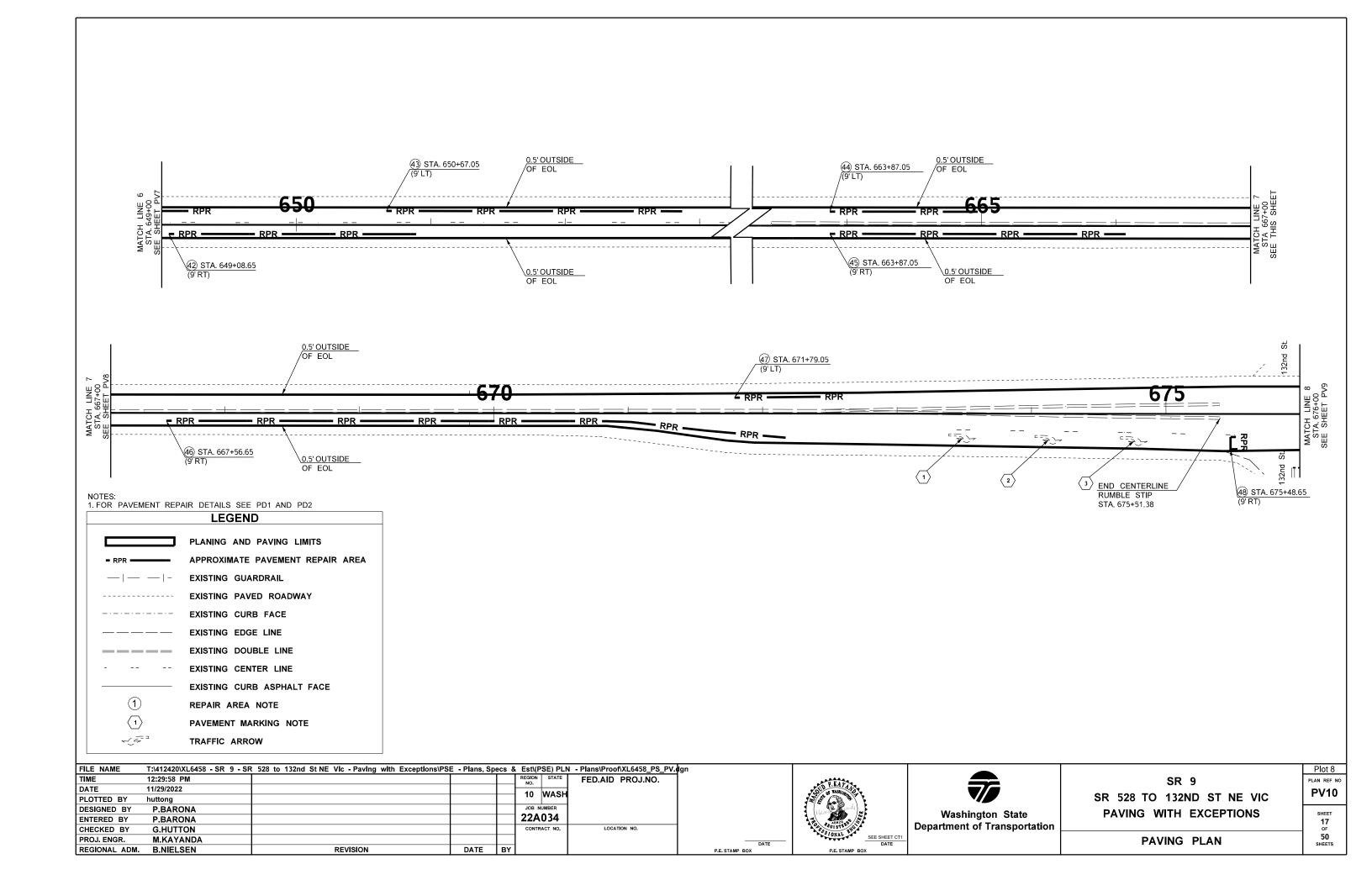


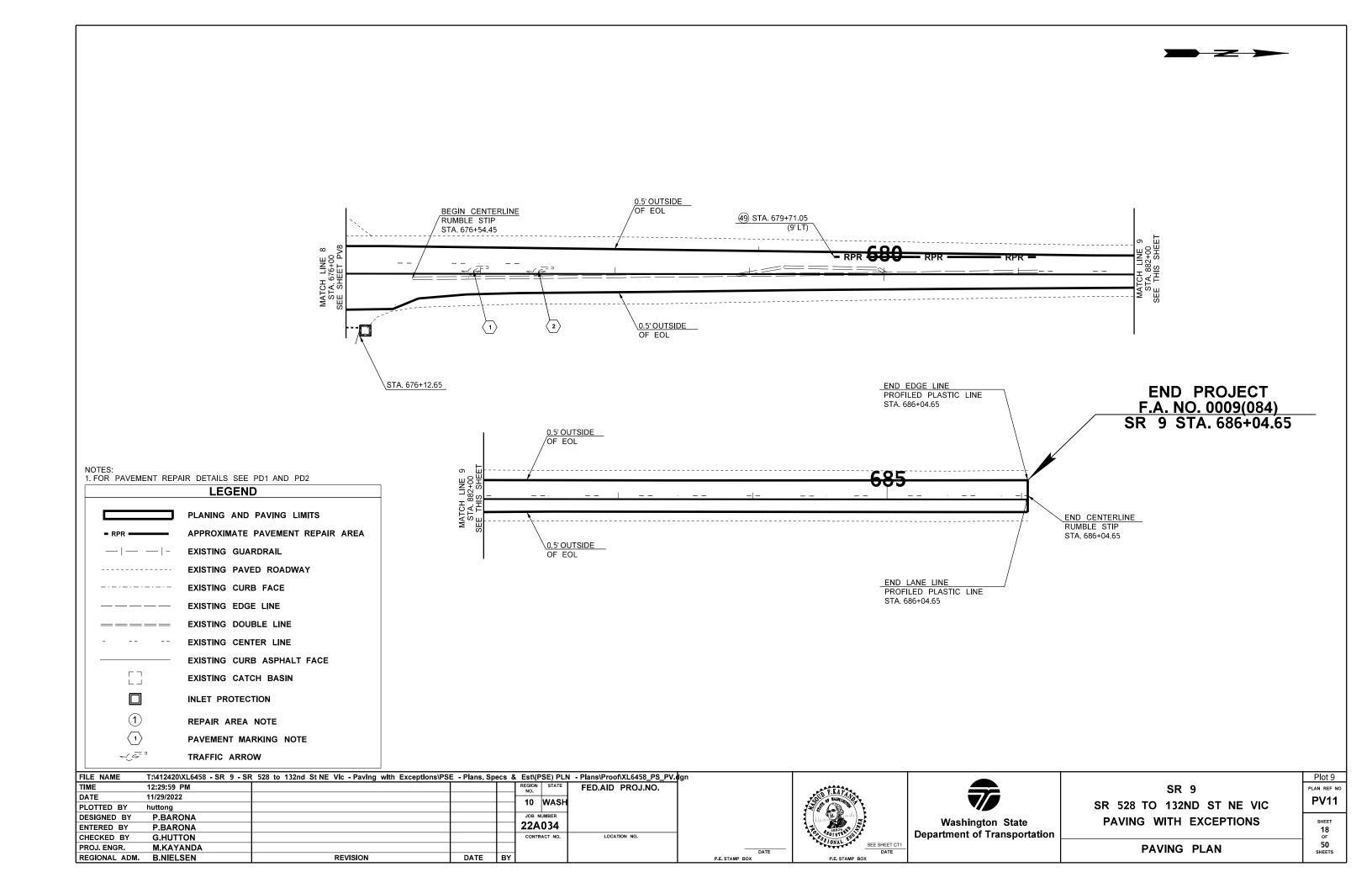




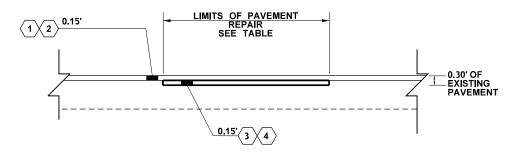








	PARTIAL DEPTH PAVEM	ENT F	REPAI	R LC	CATION SCH	HEDULE
SHEET REF.	STATION (OFFSET) TO STATION (OFFSET)	WHEEL PATH	LENGTH (FT.)	WIDTH (FT.)	PAVEMENT REPAIR EXCAVATION INCL. HAUL (S.Y.)	HMA FOR PAVEMENT REPAIR CL. ½IN. PG 58H-22 QUANTITY (TON)
PV1-1	SR 9 STA. 527+64.65 (3' LT) TO STA. 527+86.65 (3' LT)	LWP	22	4	10	1
PV1-2	SR 9 STA. 527+64.65 (9' LT) TO STA. 527+86.65 (9' LT)	RWP	22	4	10	1
PV1-3	SR 9 STA. 528+17.45 (9' RT) TO STA. 531+37.45 (9' RT)	RWP	320	4	142	15
PV1-4	SR 9 STA. 530+28.65 (9'LT) TO STA. 533+13.65 (9'LT)	RWP	285	4	127	13
PV1-5	SR 9 STA. 532+39.85 (9' RT) TO STA. 534+57.85 (9' RT)	RWP	218	4	97	10
PV2-6	SR 9 STA. 538+20.65 (9' RT) TO STA. 539+06.65 (9' RT)	RWP	86	4	38	4
PV2-7	SR 9 STA. 539+79.05 (9'LT) TO STA. 540+37.05 (9'LT)	RWP	58	4	26	3
PV2-8	SR 9 STA. 541+90.25 (9'LT) TO STA. 542+93.25 (9'LT)	RWP	103	4	46	5
PV2-9	SR 9 STA. 541+90.25 (9' RT) TO STA. 543+20.25 (9' RT)	RWP	130	4	58	6
PV3-10	SR 9 STA. 556+68.65 (3' LT) TO STA. 557+63.65 (3' LT)	LWP	95	4	42	4
PV3-11	SR 9 STA. 555+63.05 (3' RT) TO STA. 558+13.05 (3' RT)	LWP	250	4	111	11
PV3-12	SR 9 STA. 556+68.65 (9'LT) TO STA. 557+63.65 (9'LT)	RWP	95	4	42	4
PV3-13	SR 9 STA. 555+63.05 (9'RT) TO STA. 558+13.05 (9'RT)	RWP	250	4	111	11
PV3-14	SR 9 STA. 558+79.85 (9'LT) TO STA. 560+12.85 (9'LT)	RWP	133	4	59	6
PV3-15	SR 9 STA. 558+79.85 (9'RT) TO STA. 559+59.85 (9'RT)	RWP	80	4	36	4
PV3-16	SR 9 STA. 561+96.65 (9'LT) TO STA. 566+08.65 (9'LT)	RWP	412	4	183	19
PV3-17	SR 9 STA. 560+91.05 (9' RT) TO STA. 566+16.05 (9' RT)	RWP	525	4	233	24
PV4-18	SR 9 STA. 573+05.45 (9' LT) TO STA. 576+87.45 (9' LT)	RWP	382	4	170	17
PV4-19	SR 9 STA. 576+22.25 (9' RT) TO STA. 577+14.25 (9' RT)	RWP	92	4	41	4
PV4-20	SR 9 STA. 577+80.65 (9' RT) TO STA. 578+86.65 (9' RT)	RWP	106	4	47	5
PV5-21	SR 9 STA. 597+87.05 (9' RT) TO STA. 603+07.05 (9' RT)	RWP	520	4	231	24
PV5-22	SR 9 STA. 603+15.05 (9'RT) TO STA. 605+43.05 (9'RT)	RWP	228	4	101	10
PV5-23	SR 9 STA. 603+67.85 (9'LT) TO STA. 604+33.85 (9'LT)	RWP	66	4	29	3
PV5-24	SR 9 STA. 605+79.05 (3' RT) TO STA. 606+19.05 (3' RT)	LWP	40	4	18	2
PV5-25	SR 9 STA. 606+84.65 (3' RT) TO STA. 612+29.65 (3' RT)	LWP	545	4	242	25
PV5-26	SR 9 STA. 606+31.85 (9'LT) TO STA. 607+29.85 (9'LT)	RWP	98	4	44	4
PV5-27	SR 9 STA. 606+84.65 (9'RT) TO STA. 612+79.65 (9'RT)	RWP	596	4	265	27
PV5-28	SR 9 STA. 612+65.45 (9' RT) TO STA. 615+85.45 (9' RT)	RWP	320	4	142	15
PV6-29	SR 9 STA. 617+40.65 (9' LT) TO STA. 617+95.65 (9' LT)	RWP	55	4	24	3
PV6-30	SR 9 STA. 617+40.65 (9'RT) TO STA. 622+75.65 (9'RT)	RWP	535	4	238	24
PV6-31	SR 9 STA. 619+51.85 (9'LT) TO STA. 620+36.85 (9'LT)	RWP	85	4	38	4
PV6-32	SR 9 STA. 624+79.85 (9'LT) TO STA. 627+84.85 (9'LT)	RWP	305	4	136	14
PV6-33	SR 9 STA. 627+43.85 (3' RT) TO STA. 628+18.85 (3' RT)	LWP	75	4	33	3
PV6-34	SR 9 STA 627+43.85 (9'RT) TO STA 628+18.85 (9'RT)	RWP	75	4	33	3
PV6-35	SR 9 STA. 629+02.25 (9' RT) TO STA. 632+28.25 (9' RT)	RWP	326	4	145	15
PV7-36	SR 9 STA. 632+19.05 (9'LT) TO STA. 632+64.05 (9'LT)	RWP	45	4	20	2
PV7-37	SR 9 STA 634+83.05 (9'RT) TO STA 637+18.05 (9'RT)	RWP	235	4	104	11
PV7-38	SR 9 STA. 634+83.05 (9'LT) TO STA. 637+93.05 (9'LT)	RWP	310	4	138	14
PV7-39	SR 9 STA. 643+80.65 (9'LT) TO STA. 645+60.85 (9'LT)	RWP	180	4	80	8
PV7-40	SR 9 STA. 644+33.45 (9'RT) TO STA. 645+93.45 (9'RT)	RWP	160	4	71	7
PV7-41	SR 9 STA. 648+55.85 (9'LT) TO STA. 649+30.85 (9'LT)	RWP	75	4	33	3
PV7-42	SR 9 STA 649+08.65 (9'RT) TO STA 650+93.65 (9'RT)	RWP	185	4	82	8
PV8-43	SR 9 STA. 650+67.05 (9'LT) TO STA. 652+87.05 (9'LT)	RWP	220	4	98	10
PV8-44	SR 9 STA. 663+87.05 (9'LT) TO STA. 664+97.05 (9'LT)	RWP	110	4	49	5
PV8-45	SR 9 STA. 663+87.05 (9'RT) TO STA.666+07.05 (9'RT)	RWP	220	4	98	10
PV8-46	SR 9 STA. 667+56.65 (9'RT) TO STA. 672+18.65 (9'RT)	RWP	462	4	205	21
PV8-47	SR 9 STA. 671+79.05 (9'LT) TO STA. 672+61.05 (9'LT)	RWP	82	4	36	4
PV8-48	SR 9 STA. 675+48.65 (9'RT) TO STA. 675+52.65 (9'RT)	RWP	4	4	2	1
PV9-49	SR 9 STA. 679+71.05 (9'LT) TO STA. 681+21.05 (9'LT)	RWP	150	4	67	7
	SHEET TOTALS:				4431 SY	454 TON



DETAIL A - PARTIAL DEPTH PAVEMENT REPAIR

NOT TO SCALE

NOTES:

- 1. ALL MATERIAL DEPTHS ARE COMPACTED DEPTHS
- 2. SEE PV SHEETS FOR ADDITIONAL INFORMATION
- 3. UNLESS OTHERWISE SPECIFIED, WIDTHS IS 40 INCHES MIN.
- 4. OFFSETS ARE MEASURED TO THE CENTER OF THE PAVEMENT REPAIR WIDTH
- 5. PAVEMENT REPAIR LOCATIONS AND QUANTIES SHOWN ARE APPROXIMATE. FINAL LOCATIONS, LENGTHS, AND WIDTH WILL BE MARKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER

RWP = RIGHT WHEEL PATH LWP = LEFT WHEEL PATH

LEGEND

- 1 PLANING BITUMINOUS PAVEMENT
- 2 HMA CL. 1/2 IN. PG 58H-22
- 3 PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22
- 5 CRUSHED SURFACING BASE COURSE

FILE NAME	T:\412420\XL6458 - SR 9 - SR	528 to 132nd	St NE VIc	- Paving with	Exceptions\PS	E - Plans, Sp	ecs 8	Est\(F	SE) PLN	- Plans\Proof\XL6458_PS_PD).dgn
TIME	1:28:29 PM							REGION	STATE	FED.AID PROJ.NO.	
DATE	11/29/2022							10	WASH		
PLOTTED BY	baronap							יי ן	WASH		
DESIGNED BY	P.BARONA								UMBER		
ENTERED BY	P.BARONA							22A	034		
CHECKED BY	G.HUTTON							CONTR	ACT NO.	LOCATION NO.	7
PROJ. ENGR.	M.KAYANDA							1			
REGIONAL ADM.	B. NEILSEN		REV	/ISION		DATE	BY				



DATE

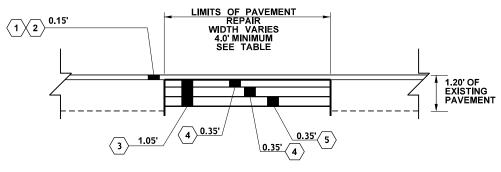


			SR 9			
SR	52 8	то	132ND	ST	NE	VIC
P	AVIN	G W	/ITH EX	CEF	PTIO	NS

PAVING DETAILS PLAN

Plot 1
PLAN REF NO
PD1
SHEET
19
of
50
SHEETS

	FULL DEPTH PAVEMENT REPAIR LOCATION SCHEDULE							
SHEET REF.	STATION (OFFSET) TO STATION (OFFSET)	WHEEL PATH	LENGTH (FT.)	WIDTH (FT.)	PAVEMENT REPAIR EXCAVATION INCL. HAUL QUANTITY (S.Y.)	HMA FOR PAVEMENT REPAIR CL.½IN. PG 58H-22 QUANTITY (TON)	CRUSHED SURFACING BASE COURSE QUANTITY (TON)	
PV2-F1	SR 9 STA. 547+71.05 TO STA. 547+96.10	-	25	24	67	32	15	
PV2-F2	SR 9 STA. 550+87.85 TO STA. 551+12.90	-	25	24	67	32	15	
PV4-F3	SR 9 STA 571+47.05 (9' RT) TO STA 572+53.05 (9' RT)	RWP	106	4	47	23	10	
PV4-F4	SR 9 STA. 574+11.05 (9' RT) TO STA. 575+19.05 (9' RT)	RWP	108	4	48	23	10	
	SHEET TOTALS:				229 SY	110 TON	50 TON	



DETAIL B - FULL DEPTH PAVEMENT REPAIR

NOTES:

- 1. ALL MATERIAL DEPTHS ARE COMPACTED DEPTHS
- 2. SEE PV SHEETS FOR ADDITIONAL INFORMATION
- 3. UNLESS OTHERWISE SPECIFIED, WIDTHS IS 48 INCHES MIN.
- 4. OFFSETS ARE MEASURED TO THE CENTER OF THE PAVEMENT REPAIR WIDTH
- 5. PAVEMENT REPAIR LOCATIONS AND QUANTIES SHOWN ARE APPROXIMATE. FINAL LOCATIONS, LENGTHS, AND WIDTH WILL BE MARKED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER

LEGEND

- PLANING BITUMINOUS PAVEMENT
- 2 HMA CL. 1/2 IN. PG 58H-22
- 3 PAVEMENT REPAIR EXCAVATION INCL. HAUL
- 4 HMA FOR PAVEMENT REPAIR CL. 1/2 IN. PG 58H-22
 - CRUSHED SURFACING BASE COURSE

FILE NAME	T:\412420\XL6458 - SR 9 - SR	t 528 to 132nd St NE VIc - Paving with Except	lons∖PSE - Plans, Spe	cs &	Est\(P	SE) PLN	- Plans\Proof\XL6458_PS_PD.dgr
TIME	1:28:29 PM				REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022				10	WASH	
PLOTTED BY	baronap				10	WASH	
DESIGNED BY	P.BARONA				JOB N		
ENTERED BY	P.BARONA				22A	034	
CHECKED BY	G.HUTTON				CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	M.KAYANDA						
REGIONAL ADM.	B. NEILSEN	REVISION	DATE	BY			





			SR	9			
SR	528	то	132	ND	ST	NE	VIC
P	AVIN	G W	/ITH	EX	CEF	PTIO	NS

PAVING DETAILS PLAN

Plot 2
PLAN REF NO
PD2
SHEET
20

50 SHEETS

PROFILED PLASTIC LINE (LANE LINES)

SEE STANDARD PLAN M-20.20 AND M-20.30 TYPE D PLASTIC PAVEMENT MARKING MATERIAL; SEE STANDARD SPECIFICATION 9-34.2(4)

NORTHBOUND/SOUTHBOUND SR9							
STA TO	O STA	# LINES	L.F.				
464+28.65	503+36.05	1	3910				
503+36.05	511+62.08	2	1800				
511+62.08 (CL)	513+39.23 (CL)	2	400				
513+39.23 (CL)	514+82.00 (3' LT)	2	310				
513+39.23 (CL)	514+82.00 (7' RT)	2	310				
514+82.00 (7' RT)	518+70.00 (11'RT)	1	400				
514+82.00 (3' LT)	519+07.50 (44' LT)	1	420				
519+28.70 (68' LT)	519+37.22 (299' LT)	1	240				
519+37.22 (299' LT)	519+30.34 (404' LT)	2	220				
519+48.41 (404' LT)	519+47.29 (299' LT)	2	210				
519+47.29 (299' LT)	519+70.93 (55' LT)	1	250				
519+03.02 (54' RT)	519+26.94 (301' RT)	1	250				
519+26.94 (301' RT)	519+27.45 (400' RT)	2	210				
519+27.45 (400' RT)	519+34.87 (301' RT)	2	210				
519+34.87 (301' RT)	519+46.32 (67' RT)	1	240				
519+81.82 (44' RT)	523+91.93 (5' RT)	1	420				
520+04.15 (12' LT)	523+91.93 (4' LT)	1	400				
523+91.93 (4' LT)	526+81.02 (CL)	2	220				
523+91.93 (5' RT)	526+81.02 (CL)	2	210				
526+81.02	537+15.25	2	1900				
537+15.25	548+01.87	1	1160				
548+01.87	550+43.82	1	250				
550+43.82	560+91.25	1	950				
560+91.25	577+80.85	2	3380				
577+80.85	584+14.25	2	1270				
597+87.05	604+20.85	2	1270				
604+20.85	663+34.45	1	5910				
663+34.45	672+32.05	2	1800				
672+32.05	675+51.38	4	1270				
676+54.45	678+65.45	4	840				
678+65.65	680+76.85	2	420				
680+76.85	686+04.65	1	530				
	TOTAL		31580				

PROFILED PLASTIC LINE (EDGE LINES)

SEE STANDARD PLAN M.20.20
TYPE D PLASTIC PAVEMENT MARKING MATERIAL;
SEE STANDARD SPECIFICATION 9-34.2(4)

NORTHBOUND/SOUTHBOUND SR9								
STA T	O STA	# LINES	L.F.					
464+28.65	511+62.08	2	9610					
511+62.08 (12' RT)	518+71.84 (29' RT)	1	460					
511+62.08 (12' LT)	518+77.80 (60' LT)	1	760					
519+11.92 (167' LT)	519+30.34 (404' LT)	1	250					
519+75.16 (99' LT)	519+48.41 (404' LT)	1	310					
519+03.02 (54' RT)	519+24.85 (400' RT)	1	360					
464+28.65 (96' RT)	519+42.28 (400' RT)	1	370					
520+15.85 (51' RT)	524+97.38 (14' RT)	1	670					
523+90.23 (40' LT)	524+97.38 (21'LT)	1	400					
526+81.02	548+01.87	2	4220					
548+01.87	550+43.82	2	500					
550+43.82	584+14.25	2	6550					
597+87.05	675+51.38	2	15530					
676+54.45	686+04.65	2	1900					
	TOTAL		41890					

RAISED PAVEMENT MARKERS (LANE LINES)

TYPE 2YY SEE STANDARD PLAN M-20.30

	NORTHBOUND/SOUTHBOUND SR9									
STA T	O STA	# LINES	L.F.	QUANTITY (HUN)						
464+28.65	503+36.05	1	3910	0.5						
503+36.05	511+62.08	2	1800	0.2						
526+81.02	537+15.25	2	1900	0.2						
537+15.25	550+43.82	1	1160	0.2						
550+43.82	560+91.25	1	950	0.1						
560+91.25	577+80.85	2	3380	0.4						
577+80.85	584+14.25	2	1270	0.2						
597+87.05	604+20.85	2	1270	0.2						
604+20.85	663+34.45	1	5910	0.7						
663+34.45	672+32.05	2	1800	0.2						
672+32.05	675+51.38	4	1280	0.2						
676+54.45	678+65.45	4	840	0.1						
678+65.65	680+76.85	2	420	0.1						
680+76.85	686+04.65	1	530	0.1						
		ТО	TAL	3.4						

PROFILED PLASTIC LINE (WIDE LINES)

SEE STANDARD PLAN M.20.20
TYPE D PLASTIC PAVEMENT MARKING MATERIAL;
SEE STANDARD SPECIFICATION 9-34.2(4)

NORTHBOUND/SOUTHBOUND SR9						
STA T	# LINES	L.F.				
515+39.74 (25' RT)	518+71.84 (29' RT)	1	340			
518+83.15 (58' RT)	518+70.00 (11' RT)	1	50			
518+70.00 (11' RT)	519+07.50 (44' LT)	1	70			
518+77.80 (60' LT)	519+28.70 (68' LT)	1	60			
519+11.95 (67' LT)	519+19.01 (240'LT)	1	180			
519+28.70 (68' LT)	519+90.49 (60' LT)	1	50			
519+03.02 (54' RT)	519+46.32 (67' RT)	1	50			
519+46.32 (67' RT)	519+94.51 (60' RT)	1	50			
519+60.64 (67' RT)	519+54.43 (241' RT)	1	180			
519+81.82 (44' RT)	520+04.15 (12' LT)	1	70			
520+04.15 (12' LT)	519+90.49 (60' LT)	1	50			
520+04.13 (26' LT)	523+41.31 (22' LT)	1	350			
673+44.37	675+51.38	1	210			
676+54.25	677+29.09	1	70			
	TOTAL		1780			

RAISED PAVEMENT MARKERS (EDGE LINES)

TYPE 2W SEE STANDARD PLAN M-20.30

NORTHBOUND/SOUTHBOUND SR9								
STA T	O STA	# LINES L.F.		QUANTITY (HUN)				
464+28.65	511+62.08	2	9610	1.2				
526+81.02	550+43.82	2	4220	0.5				
550+43.82	584+14.25	2	6550	8.0				
597+87.05	675+51.38	2	15530	1.9				
676+54.45	686+04.65	2	1900	0.2				
		4.6						

NOTES:

- 1. ALL EXISTING PAVEMENT MARKINGS SHALL BE REFERENCED BEFORE PLANNING AND REPLACED TO MATCH EXISTING.
- 2. PAVEMENT MARKING QUANTITIES SHOWN ARE APPROXIMATE. FINAL QUANTITIES WILL BE AS REFERENCED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER

FILE NAME	T:\412420\XL6458 - SR 9 - SI	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, S _l	pecs 8	k Est\(PSE) PLI	N - Plans\Proof\XL6458_PS_PM.	dgn				Plot 1
TIME	12:31:49 PM				REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022				10 WASH						PM1
PLOTTED BY	huttong				I IU WASH					SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P.BARONA				JOB NUMBER				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P.BARONA				22A034				3		21
CHECKED BY	G.HUTTON				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M.KAYANDA						DATE	DATE	-	PAVEMENT MARKINGS PLAN	50 SHEETS
REGIONAL ADM.	B.NIELSEN	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX			SHEETS

PLASTIC CROSSWALK LINE

SEE STANDARD PLAN M-15.10-01

NORTHBOUND/SOUTHBOUND SR9								
SHEET REF	STATION	S.F.						
PV2-17	519+07.12	101'	RT	64				
PV2-9	519+29.61	104'	LT	80				
PV2-25	519+43.60	103'	RT	80				
PV2-16	519+65.75	103'	LT	64				
PV2-27	520+33.70	12'	LT	80				
PV2-26	520+34.00	36'	RT	64				
		288						

PLASTIC YEILD LINE SYMBOLS

SEE STANDARD PLAN M-24.60-04

NORTHBOUND/SOUTHBOUND SR9							
SHEET REF	STATION	S.F.					
PV2-34	518+64.41	33'	RT	5			
PV2-35	518+65.94	15'	RT	4			
PV2-7	519+04.76	72'	LT	5			
PV2-8	519+23.94	73'	LT	4			
PV2-36	519+51.85	71'	RT	4			
PV2-37	519+64.96	76'	RT	5			
PV2-38	520+08.96	33'	LT	5			
PV2-39	520+09.20	16'	LT	4			
	TOTAL						

INLET PROTECTION

NORTHBOUND/SOUTHBOUND SR9							
STATION	SIDE						
676+12.65	RIGHT						
TOTAL INLET PROTECTION = 1							

PLASTIC TRAFFIC LETTERS

SEE STANDARD PLAN M-80.10-01 & M-80.30-00

NORTHBOUND/SOUTHBOUND SR9								
SHEET REF	STATION	OFFSET	RT/LT					
PV2-1	515+34.07	29'	RT					
PV2-4	517+88.68	11'	RT					
PV2-15	519+13.54	230'	LT					
PV2-12	519+24.72	148'	LT					
PV2-20	519+49.22	150'	RT					
PV2-23	519+60.05	241'	RT					
PV2-30	520+91.54	12'	LT					
PV2-33	523+37.69	28'	LT					
	TO	32						

PLASTIC TRAFFIC ARROWS

SEE STANDARD PLAN M-24.40-02

NORTHBOUND/SOUTHBOUND SR9								
SHEET REF	STATION	OFFSET	RT/LT					
PV2-2	515+46.54	30'	RT					
PV2-3	515+55.91	19'	RT					
PV2-5	518+08.06	11'	RT					
PV2-6	518+09.58	1'	LT					
PV2-13	519+13.14	210'	LT					
PV2-10	519+26.21	130'	LT					
PV2-14	519+26.56	217'	LT					
PV2-11	519+39.51	132'	LT					
PV2-18	519+33.82	132'	RT					
PV2-21	519+47.31	221'	RT					
PV2-19	519+47.85	130'	RT					
PV2-22	519+60.25	221'	RT					
PV2-29	520+71.46	11'	LT					
PV2-28	520+71.97	1'	RT					
PV2-31	523+18.04	30'	LT					
PV2-32	523+19.84	17'	LT					
PV10-1	673+48.46	18'	RT					
PV10-2	674+12.61	19'	RT					
PV10-3	674+76.17	20'	RT					
PV11-1	676+94.19	1'	LT					
PV11-2	677+43.13	2'	LT					
	TO	TAL	21					

CENTERLINE RUMBLE STRIP

SEE STANDARD PLAN M-65.10-03

NORTHBOUND/SOUTHBOUND SR9								
STA TO STA		# LINES L.F.		QUANTITY (MI)				
464+28.85	511+08.85	1	4680	0.9				
526+81.02	547+64.65	1	2000	0.4				
551+40.85	584+00.85	1	3260	0.6				
597+87.05	675+27.05	1	7740	1.5				
676+54.65	686+04.85	1	950	0.2				
		3.5						

RAISED PAVEMENT MARKERS (WIDE LINES)

TYPE 2W SEE STANDARD PLAN M-20.40

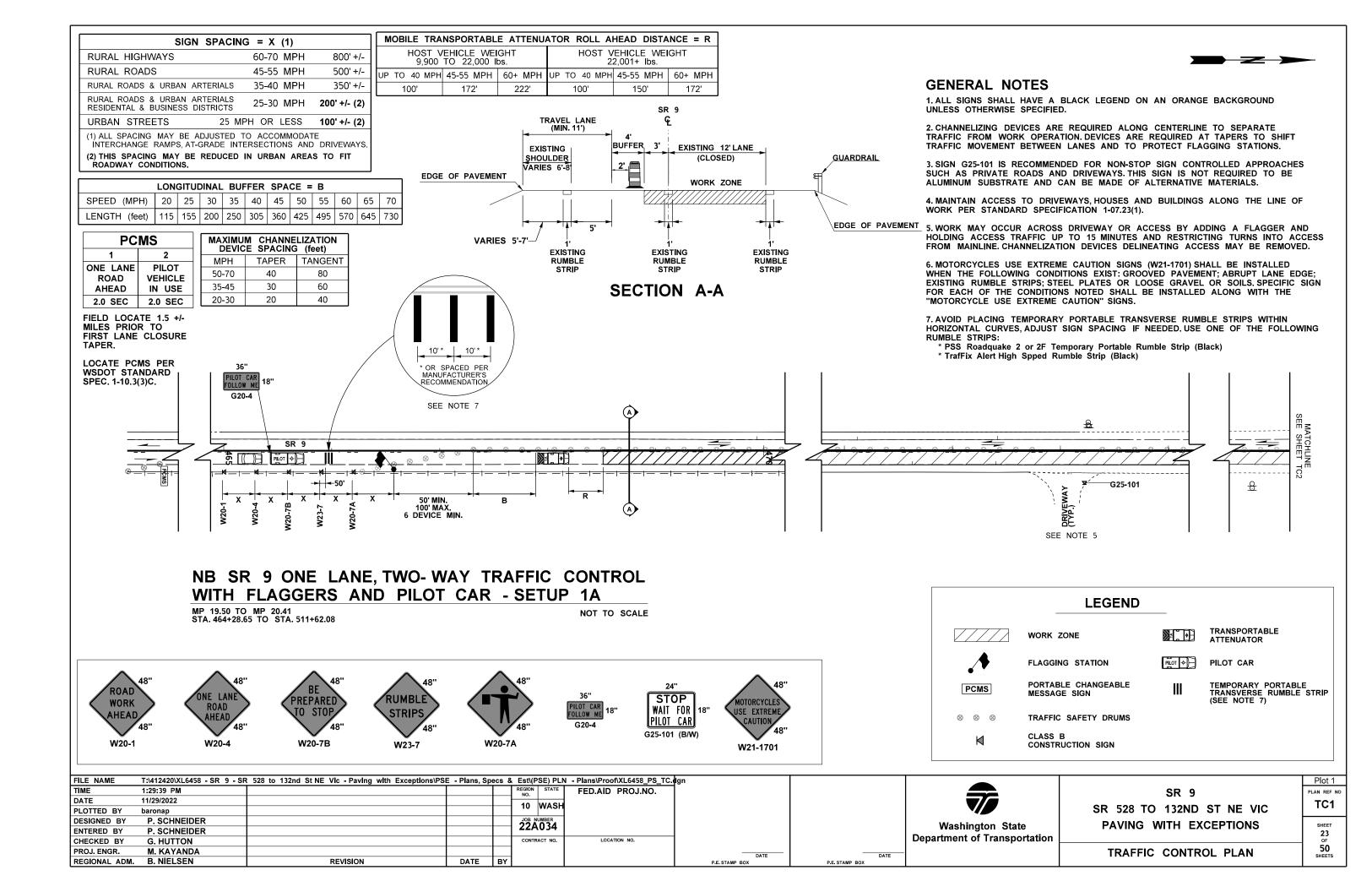
NORTHBOUND/SOUTHBOUND SR9								
STA T	O STA	L.F.	QUANTITY (HUN)					
673+44.37	675+51.38	1	210	0.1				
676+54.25	677+29.09	1	80	0.1				
		TOTAL	0.2					

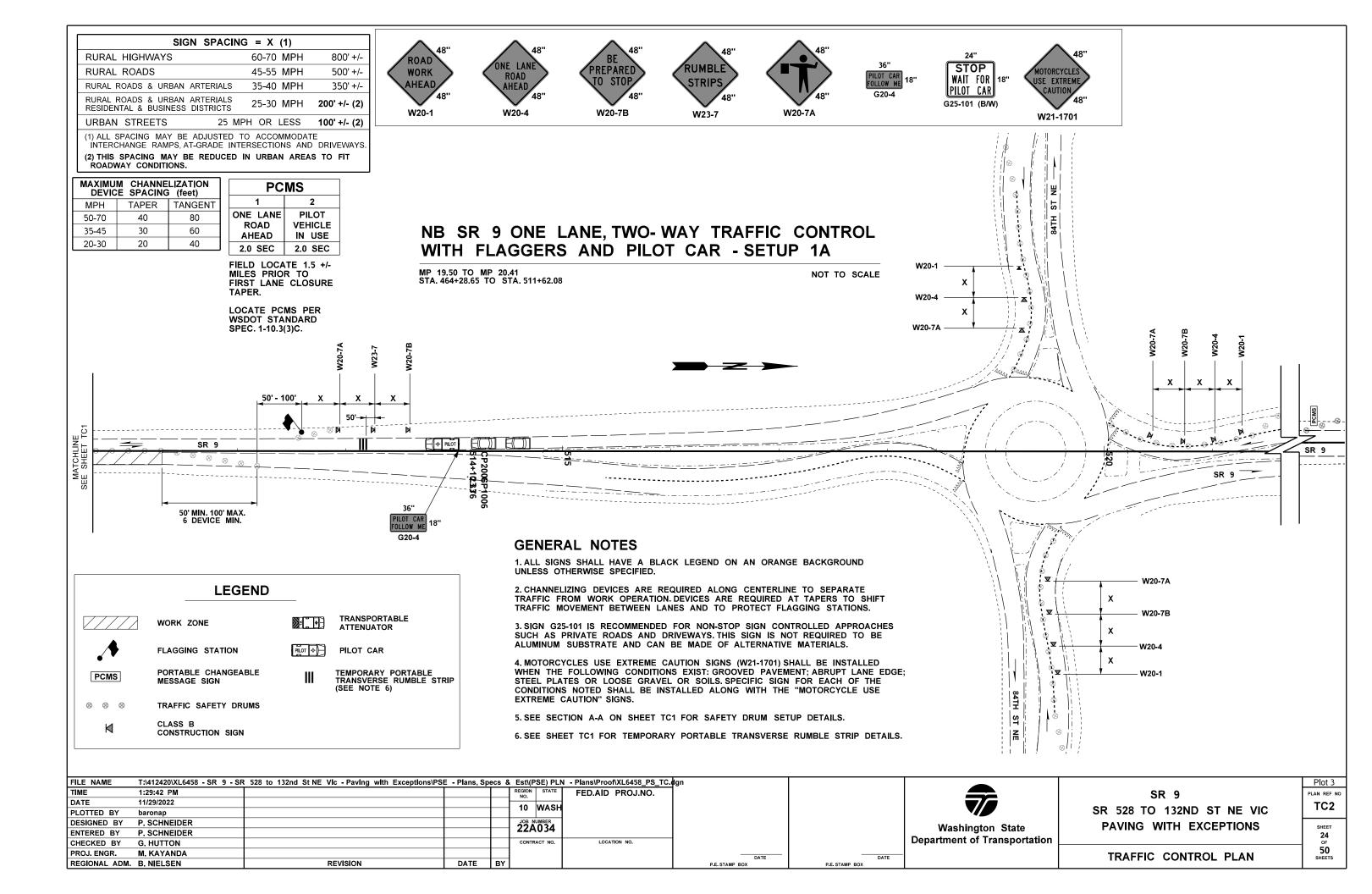
NOTES:

1. ALL EXISTING PAVEMENT MARKINGS SHALL BE REFERENCED BEFORE PLANNING AND REPLACED TO MATCH EXISTING.

2. PAVEMENT MARKING QUANTITIES SHOWN ARE APPROXIMATE. FINAL QUNATITIES WILL BE AS REFERENCED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER

FILE NAME	T:\412420\XL6458 - SR 9 - SR	528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, Spe	ecs & Est\(PSE) F	LN - Plans\Proof\XL6458_PS_PM	.dgn				Plot 2
TIME	12:31:49 PM			REGION STAT	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			10 WAS						PM2
PLOTTED BY	huttong			10 10	211				SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P.BARONA			JOB NUMBER				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P.BARONA			22A034				3	TAVING WITH EXCELLIONS	22
CHECKED BY	G.HUTTON			CONTRACT NO	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M.KAYANDA					DATE	DATE		PAVEMENT MARKINGS PLAN	50 SHEETS
REGIONAL ADM	R NIFI SEN	REVISION	DATE	RV		DE STAMP BOY	DE STAND BOY			3112213





SIGN SPACING	s = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMU DEVIC	M CHANNE E SPACING	LIZATION (feet)
MPH	TAPER	TANGENT
50-70	40	80
35-45	30	60
20-30	20	40

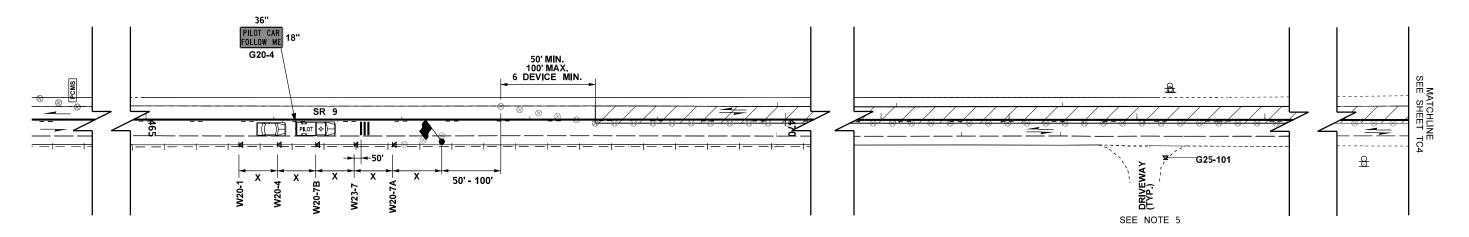
PCMS					
1	2				
ONE LANE	PILOT				
ROAD	VEHICLE				
AHEAD	IN USE				
2.0 SEC	2.0 SEC				

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

GENERAL NOTES

- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. MAINTAIN READY ACCESS TO DRIVEWAYS, HOUSES AND BUILDINGS ALONG THE LINE OF WORK PER STANDARD SPECIFICATION 1-07.23(1).
- 5. WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY ADDING A FLAGGER AND HOLDING ACCESS TRAFFIC UP TO 15 MINUTES AND RESTRICTING TURNS INTO ACCESS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.
- 6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- 7. AVOID PLACING TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIPS WITHIN HORIZONTAL CURVES, ADJUST SIGN SPACING IF NEEDED. USE ONE OF THE FOLLOWING RUMBLE STRIPS:
- * PSS Roadquake 2 or 2F Temporary Portable Rumble Strlp (Black)
- * TrafFix Alert High Spped Rumble Strip (Black)



NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 1B

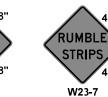
MP 19.50 TO MP 20.41 STA. 464+28.65 TO STA. 511+62.08

NOT TO SCALE

















DATE

	LEGEND		
	WORK ZONE		TRANSPORTABLE ATTENUATOR
,	FLAGGING STATION	PILOT 💠	PILOT CAR
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	III	TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP (SEE NOTE 7)
\otimes \otimes \otimes	TRAFFIC SAFETY DRUMS		
И	CLASS B CONSTRUCTION SIGN		

FILE NAME	T:\412420\XL6458 - SR 9 - SF	R 528 to 132nd St NE VIc	- Paving with	Exceptions\PSE	- Plans, Sp	ecs &	Est\(F	SE) PLN	- Plans\Proof\XL6458_PS_TC
TIME	1:29:44 PM						REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022							WASH	
PLOTTED BY	baronap						10	WASH	
DESIGNED BY	P. SCHNEIDER						JOB N	UMBER 034	
ENTERED BY	P. SCHNEIDER						225	1034	
CHECKED BY	G. HUTTON						CONTR	RACT NO.	LOCATION NO.
PROJ. ENGR.	M. KAYANDA								
REGIONAL ADM.	B. NIELSEN	RE	/ISION		DATE	BY			



DATE

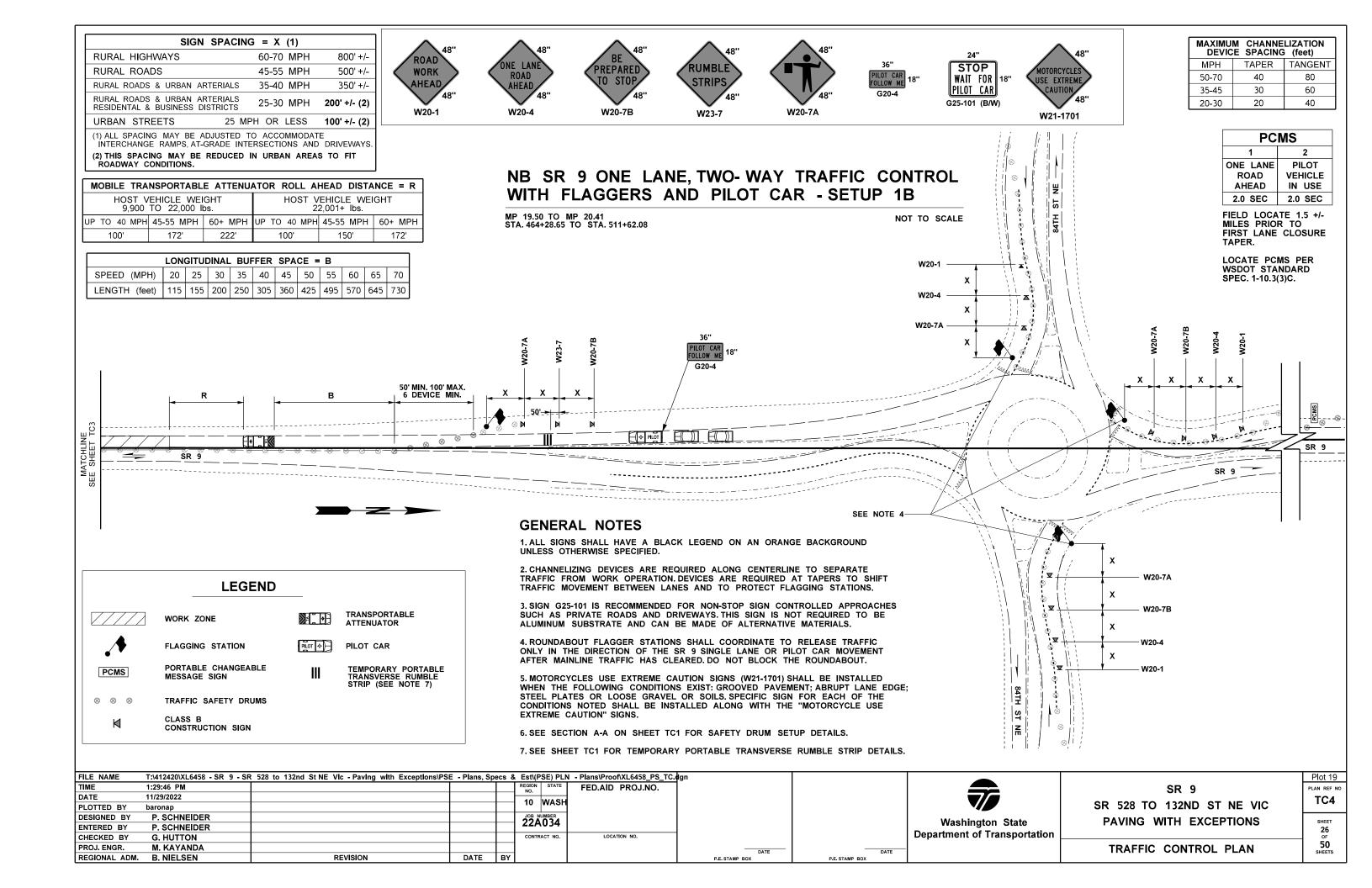
SR 9
SR 528 TO 132ND ST NE VIC
PAVING WITH EXCEPTIONS

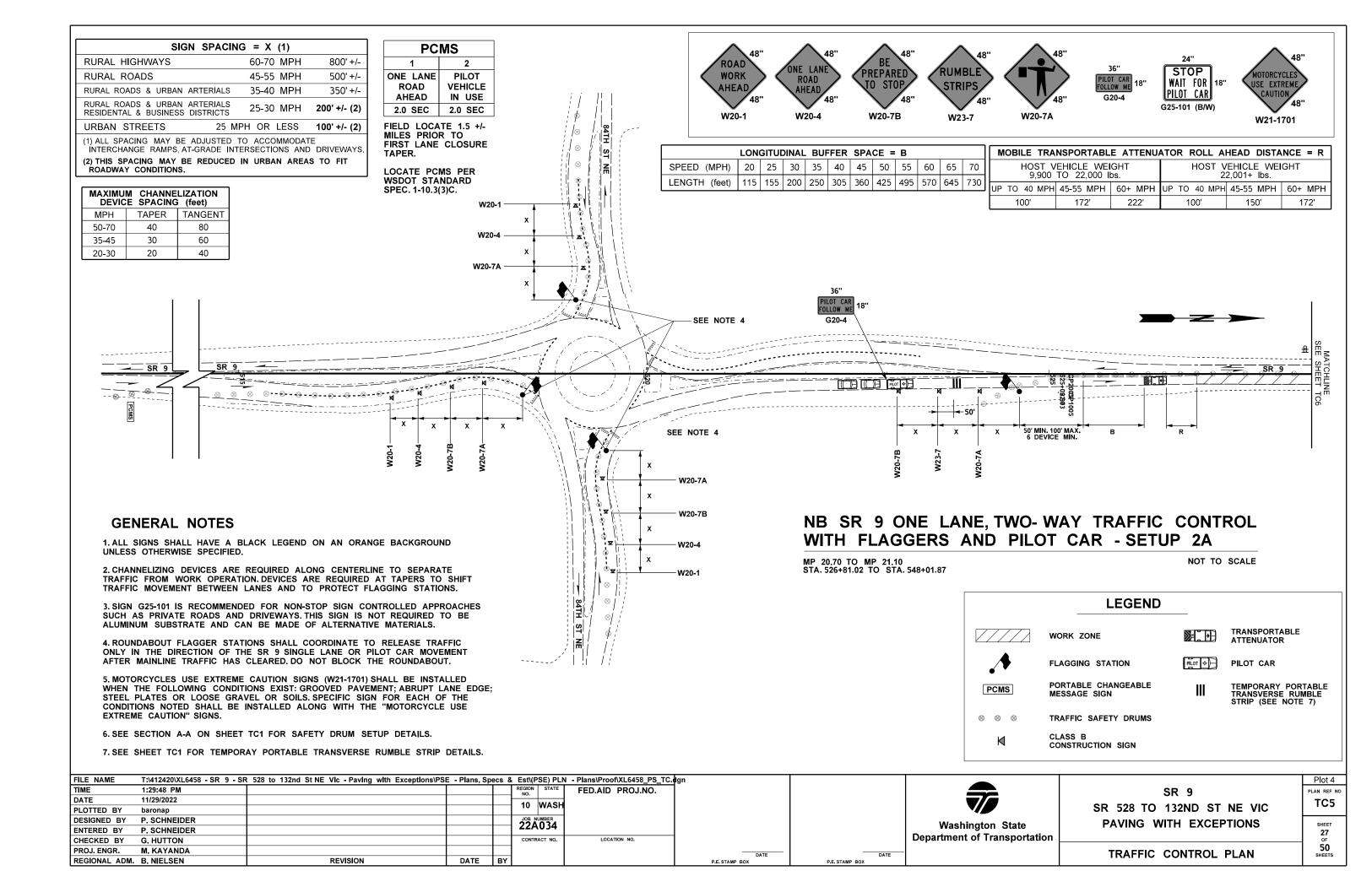
TRAFFIC CONTROL PLAN

25 of **50** sheets

Plot 18

PLAN REF NO





SIGN SPACING	G = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MF	PH OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

ROADWAT CONDITIONS.							
	(IMUI EVIC	VI CHANNE E SPACING	LIZATION (feet)				
MF	Ή	TAPER	TANGENT				
50-	70	40	80				
35-	45	30	60				
20-	30	20	40				

PCMS					
1	2				
ONE LANE	PILOT				
ROAD	VEHICLE				
AHEAD	IN USE				
2.0 SEC	2.0 SEC				

FIELD LOCATE 1.5 +/MILES PRIOR TO
FIRST LANE CLOSURE
TAPER

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.



ROAD

WORK

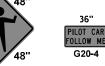
AHEAD

W20-1













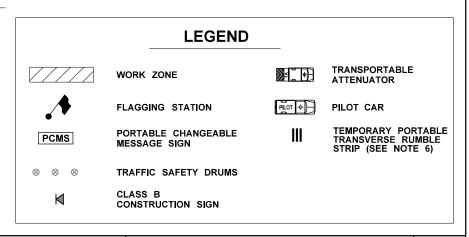
1		w20-7A w20-7B w20-4 w20-1
MATCHLINE SEE SHEET TCS	-11' MIN.	50' - 100' X X X X X X X X X X X X X X X X X X
8		50' MIN. 100' MAX. 6 DEVICE MIN. PILOT CAR FOLLOW ME G20-4

GENERAL NOTES

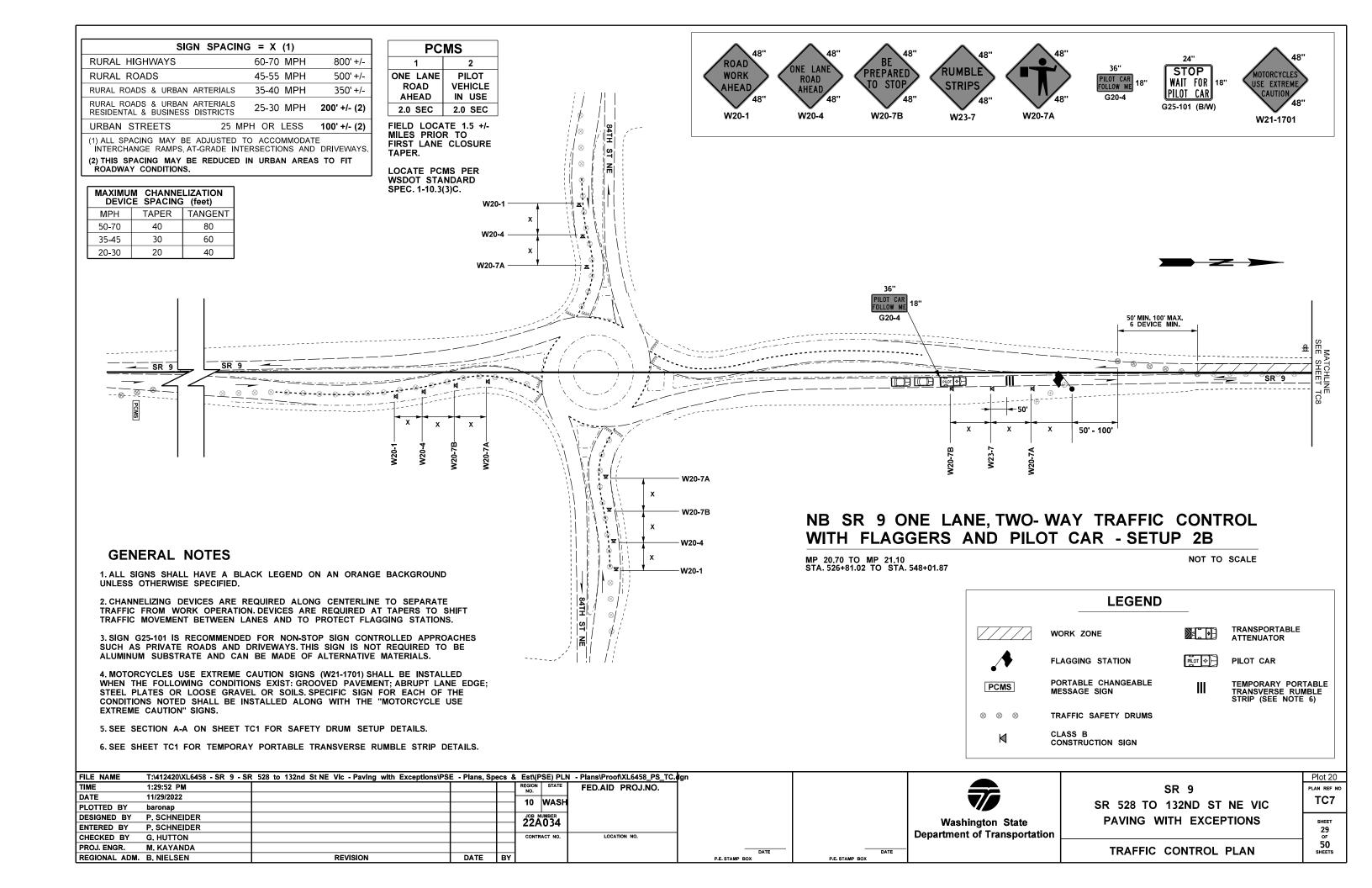
- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.
- 5. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- 6. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.

NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 2A

MP 20.70 TO MP 21.10 STA. 526+81.02 TO STA. 548+01.87 NOT TO SCALE



FILE NAME	T:\412420\XL6458 - SR 9 - SR 528 to 132nd St NE VIc - Paving with Exception	ns\PSE - Plans, Sp	ecs &	Est\(PSE) PL	N - Plans\Proof\XL6458_PS_TC.	lign				Plot 5
TIME	1:29:50 PM			REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022		1 1	10 WASH	1					TC6
PLOTTED BY	baronap			IU WASE					SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER			22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22AU34				9		28
CHECKED BY	G. HUTTON			CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE	-	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	M. B. NIELSEN REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIS SONTROL LAN	SHEETS



SIGN SPACING	S = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35 - 40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

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(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

PCMS			M CHANNE E SPACING	
1	2	MPH	TAPER	TANGE
ONE LANE	PILOT VEHICLE IN USE	50-70	40	80
ROAD AHEAD		35-45	30	60
2.0 SEC	2.0 SEC	20-30	20	40
210 020	10 010			

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

ION t)	
GENT	
0	
0	1
0	
	l

ROAD

WORK

AHEAD

W20-1







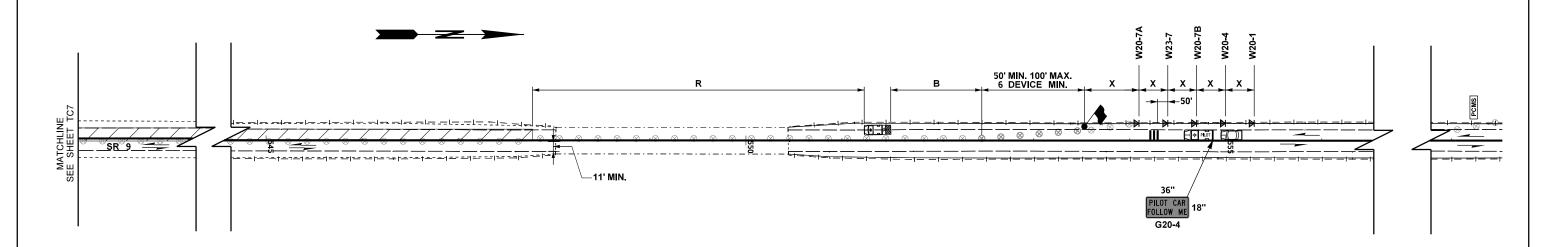






LONGITUDINAL BUFFER SPACE = B												
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	I
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645	730	lŀ.

l	MOBILE TRA	NSPORTABL	E ATTENU	ATOR	ROLL A	HEAD DISTA	NCE = R
l		'EHICLE WEI TO 22,000 II				/EHICLE WE 2,001+ lbs.	IGHT
J	UP TO 40 MPH	45-55 MPH	60+ MPH	UP TO	0 40 MPH	45-55 MPH	60+ MPH
	100'	172'	222'		100'	150'	172'



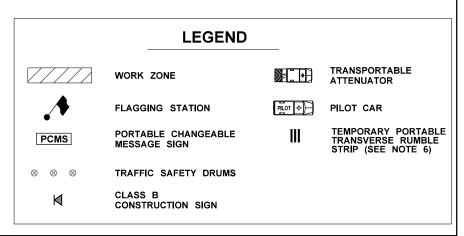
GENERAL NOTES

- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.
- 5. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- 6. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.

NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 2B

MP 20.70 TO MP 21.10 STA. 526+81.02 TO STA. 548+01.87

NOT TO SCALE



FILE NAME	T:\412420\XL6458 - SR 9 - SR	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, Spe	cs & Est\(PSE)	PLN - Plans\Proof\XL6458_PS_TC.	.dgn				Plot 21
TIME	1:29:54 PM			REGION STA	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			10 WA	211					TC8
PLOTTED BY	baronap			I IO WA	311				SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER			22A03	4			Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER				*			3		30
CHECKED BY	G. HUTTON			CONTRACT N	D. LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE	_	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM.	B. NIELSEN	REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX			SHEETS

SIGN SPACING	G = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35 - 40 MPH	350' +/ -
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)							
MPH	TAPER	TANGENT					
50-70	40	80					
35-45	30	60					
20-30	20	40					

PC	MS
1	2
ONE LANE	PILOT
ROAD	VEHICLE
AHEAD	IN USE
2.0 SEC	2.0 SEC

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

	LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645	730	

MOBILE TRA	NSPORTABL	E ATTENU	ATOR	ROLL	AHE.	AD	DISTA	NCE	= R
	'EHICLE WEI TO 22,000 II		HOST	7 VEH 22,0		E WEI	GHT		
UP TO 40 MPH	45-55 MPH	60+ MPH	UP TO	O 40 M	IPH 45	5-55	MPH	60+	MPH
100'	172'	222'			15	0'	1	72'	



GENERAL NOTES

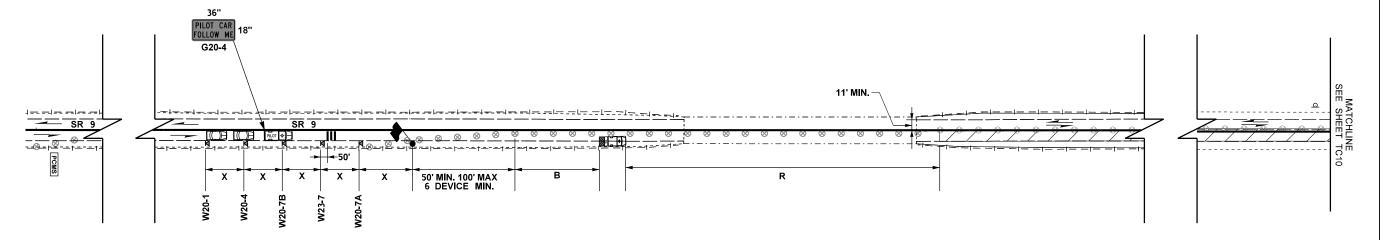
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3. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.

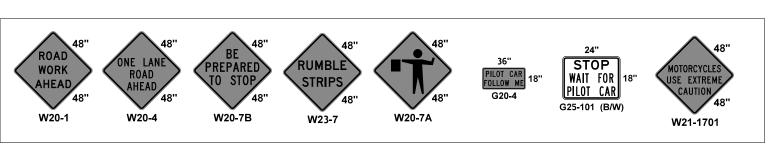
4. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

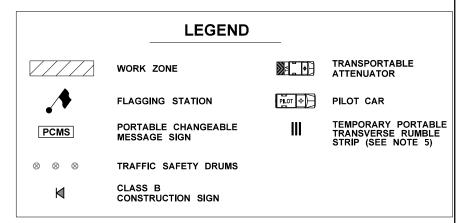
5. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.



NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 3A

MP 21.15 TO MP 21.77 NOT TO SCALE STA. 550+43.82 TO STA. 584+14.25





FILE NAME	T:\412420\XL6458 - SR 9 - SI	R 528 to 132nd St NE Vic - Paving with Exceptions\PS	SE - Plans, Sp	oecs &	Est\(PSE) PLN	N - Plans\Proof\XL6458_PS_TC.	lgn .				Plot 6
TIME	1:29:57 PM				REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022				10 WASH						TC9
PLOTTED BY	baronap				IU WASH					SR 528 TO 132ND ST NE VIC	.05
DESIGNED BY	P. SCHNEIDER				22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER				22AU34				, J. J. J. J. J. J. J. J. J. J. J. J. J.		31
CHECKED BY	G. HUTTON				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA						DATE	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM.	. B. NIELSEN	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		INALLIO CONTROL I LAN	SHEETS

SIGN SPACING = X (1)							
60-70 MPH	800' +/-						
45-55 MPH	500' +/-						
35-40 MPH	350' +/-						
25-30 MPH	200' +/- (2)						
PH OR LESS	100' +/- (2)						
	45-55 MPH 35-40 MPH 25-30 MPH						

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE ÍNTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION

DEVICE SPACING (feet)

PCMS								
1	2							
ONE LANE	PILOT							
ROAD	VEHICLE							
AHEAD	IN USE							
2.0 SEC	2.0 SEC							

FIELD LOCATE 1.5 +/MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.





ROAD

AHEAD

W20-4









MPH 50-70 35-45 20-30	TAPER T 40 30 20	80 60 40					W20-1 —
0			50' -100'	X	X X X W20-7A W23-7	W20-7B	W20-7A
SREET	9 =		⊗ ⊗ ¿ o' MAX				
		6 DE	VICE MIN.			PILOT CAR FOLLOW ME 1	W20-7A

GENERAL NOTES

- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

4. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

5. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.

NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 3A

MP 21.15 TO MP 21.77 STA. 550+43.82 TO STA. 584+14.25

NOT TO SCALE

	LEGEND		
	WORK ZONE		TRANSPORTABLE ATTENUATOR
,	FLAGGING STATION	PILOT 💠	PILOT CAR
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	III	TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP (SEE NOTE 5)
\otimes \otimes \otimes	TRAFFIC SAFETY DRUMS		
И	CLASS B CONSTRUCTION SIGN		

FILE NAME	T:\412420\XL6458 - SR 9 - SR	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, Sp	pecs &	Est\(PSE) PLI	N - Plans\Proof\XL6458_PS_TC.	lgn				Plot 7
TIME	1:29:59 PM				REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			1	10 WASH						TC10
PLOTTED BY	baronap				10 WASH					SR 528 TO 132ND ST NE VIC	1.0.0
DESIGNED BY	P. SCHNEIDER				22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER				22AU34				J		32
CHECKED BY	G. HUTTON				CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA						DATE	DATE	_	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	1. B. NIELSEN	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		INALLIO CONTROL I LAN	SHEETS

SIGN SPACING	S = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35 - 40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

	MAXIMUM CHANNE DEVICE SPACING							
MPH	TAPER	TANGENT						
50-70	40	80						
35-45	30	60						
20-30	20	40						

PC	MS				
1	2				
ONE LANE	PILOT				
ROAD	VEHICLE				
AHEAD	IN USE				
2.0 SEC	2.0 SEC				

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

GENERAL NOTES

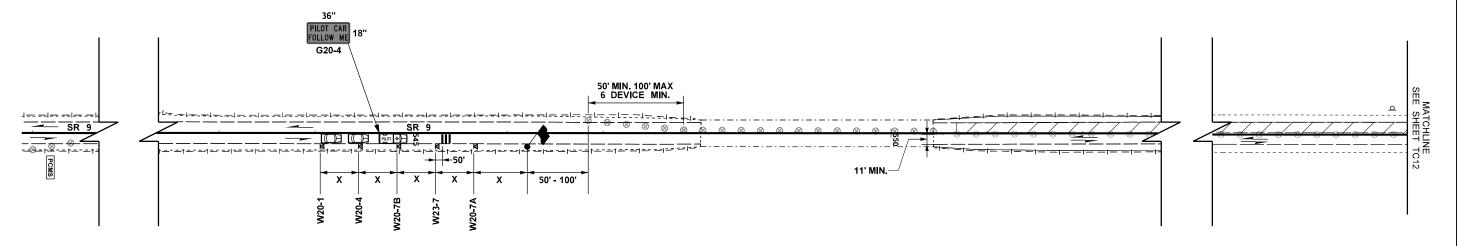
1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.

3. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.

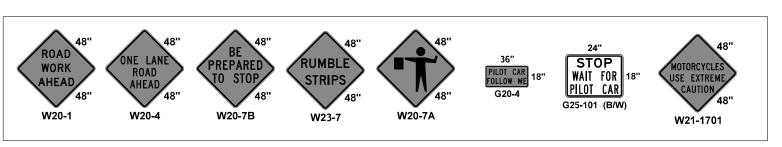
4. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

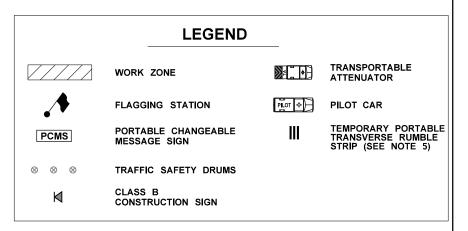
5. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.



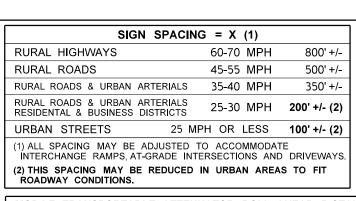
NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 3B

MP 21.15 TO MP 21.77 NOT TO SCALE STA. 550+43.82 TO STA. 584+14.25





FILE NAME	T:\412420\XL6458 - SR 9 - SI	R 528 to 132nd St NE Vic - Paving with Exceptions\F	PSE - Plans, S	pecs &	Est\(PSE) PL	N - Plans\Proof\XL6458_PS_TC.	dgn				Plot 22
TIME	1:30:02 PM				REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			ŀ	10 WASH	1					TC11
PLOTTED BY	baronap				IU WASI]				SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER				22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER				22AU34				3		33
CHECKED BY	G. HUTTON				CONTRACT NO.	LOCATION NO.]		Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA						DATE	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	R NIFLSEN	REVISION	DATE	BY			DE STAMP POY	DE STAMP DOY			onEEIS



PCN		M CHANNE E SPACING	
1	TANGENT	TAPER	MPH
ONE LANE	80	40	50-70
ROAD	60	30	35-45
AHEAD	40	20	20-30
2.0 SEC			

IS	
2	
PILOT	
VEHICLE	
IN USE	
2.0 SEC	



ROAD

WORK

AHEAD

W20-1







W20-7A



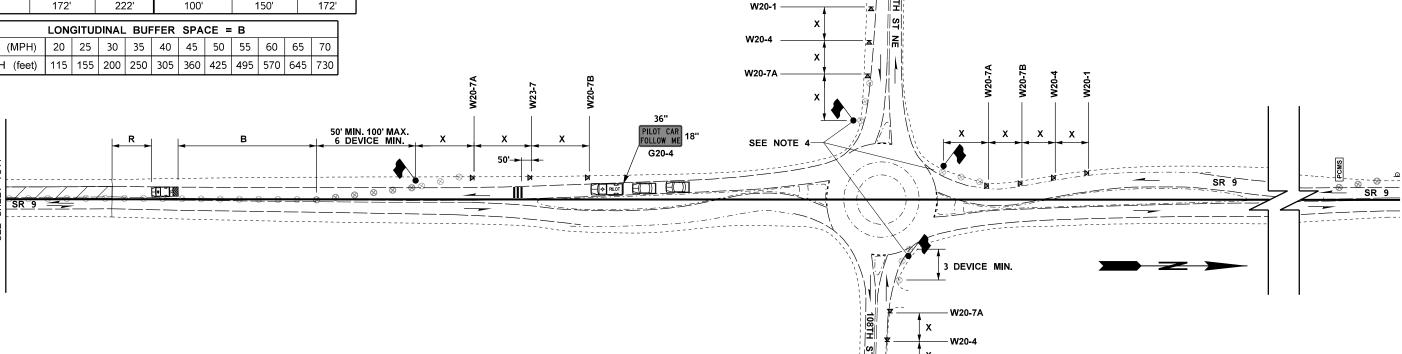


FIELD MILES		+/-
FIRST TAPER	 CLOS	URE

LOCATE PCMS PER WSDOT STANDARD SPEC 1-10.3(3)C

MOBILE TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R									
	EHICLE WEI TO 22,000 II		HOST VEHICLE WEIGHT 22,001+ lbs.						
UP TO 40 MPH	45-55 MPH	60+ MPH	UP TO 40 MPH	45-55 MPH	60+ MPH				
100'	172'	222'	100'	150'	172'				

	LONGITUDINAL BUFFER SPACE = B													
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70			
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645	730			



GENERAL NOTES

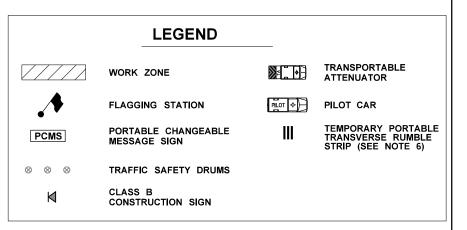
- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. ROUNDABOUT FLAGGER STATIONS SHALL COORDINATE TO RELEASE TRAFFIC ONLY IN THE DIRECTION OF THE SR 9 SINGLE LANE OR PILOT CAR MOVEMENT AFTER MAINLINE TRAFFIC HAS CLEARED DO NOT BLOCK THE ROUNDABOUT.
- 5. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- 6. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.

NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 3B

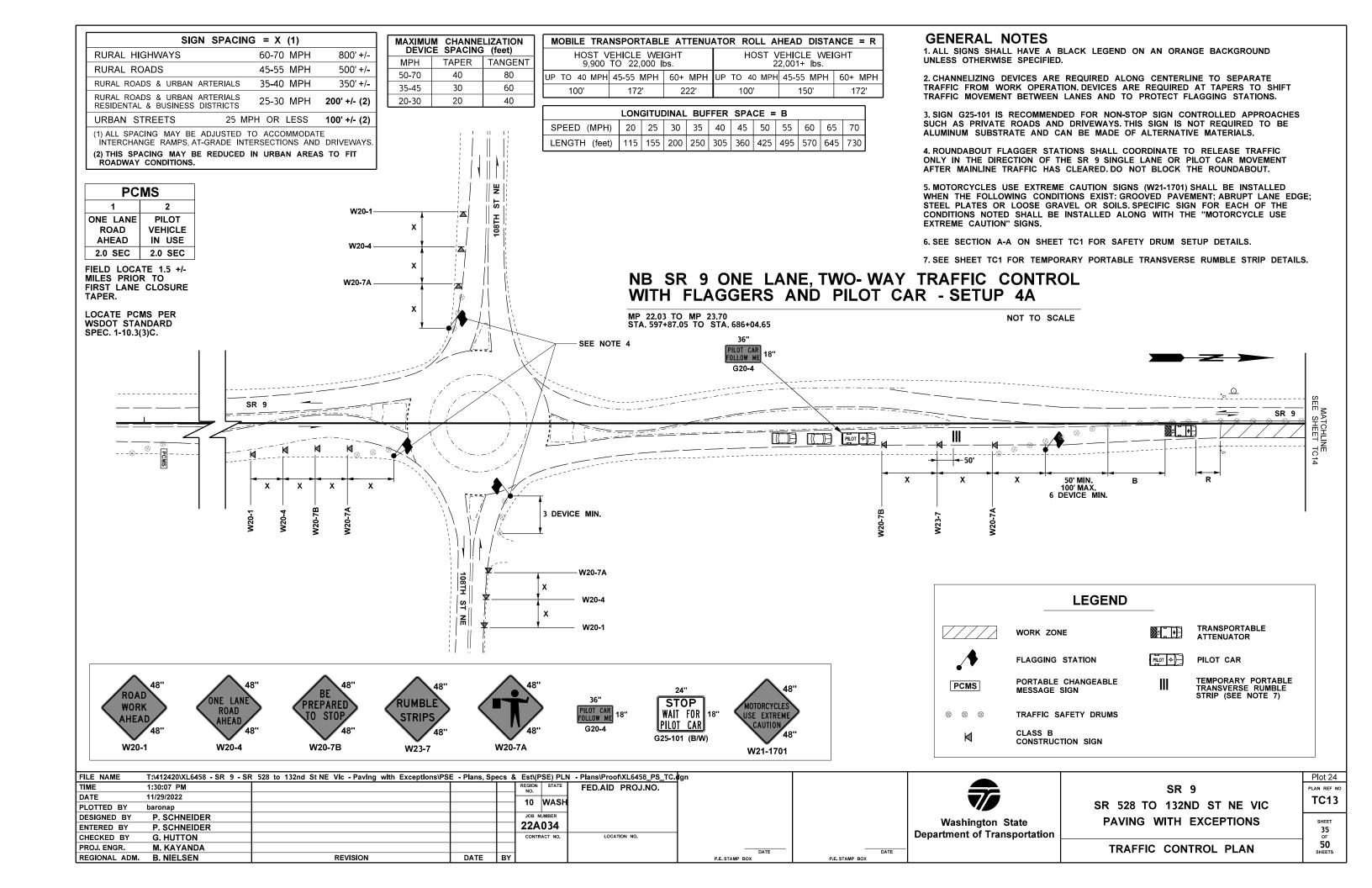
MP 21.15 TO MP 21.77 STA. 550+43.82 TO STA. 584+14.25

NOT TO SCALE

W20-1



FILE NAME	T:\412420\XL6458 - SR 9 - SI	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, S	pecs 8	k Est\(PSE) PLI	N - Plans\Proof\XL6458_PS_TC.	dign dign				Plot 23
TIME	1:30:04 PM				REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022				10 WASH						TC12
PLOTTED BY	baronap				IU WASH					SR 528 TO 132ND ST NE VIC	'0'2
DESIGNED BY	P. SCHNEIDER				JOB NUMBER 22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER				22AU34				3		34
CHECKED BY	G. HUTTON				CONTRACT NO.	LOCATION NO.]		Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA						DATE	DATE	-	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM.	B. NIELSEN	REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		1	SHEETS



SIGN SPACING = X (1)							
RURAL HIGHWAYS	60-70 MPH	800' +/-					
RURAL ROADS	45-55 MPH	500' +/-					
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-					
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)					
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)					

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)						
MPH	TAPER	TANGENT				
50-70	40	80				
35-45	30	60				
20-30	20	40				

GENERAL NOTES

1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

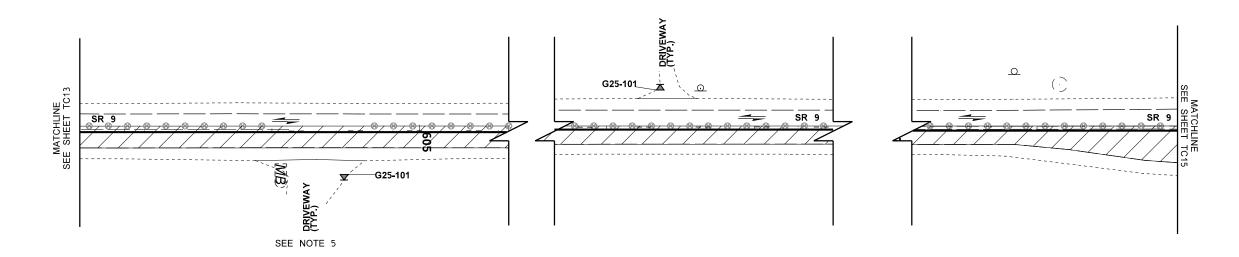
2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.

3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.

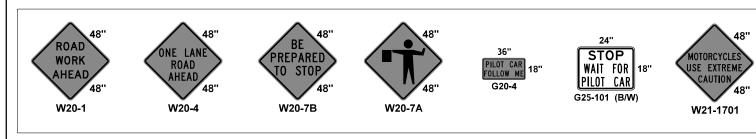
5. WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY ADDING A FLAGGER AND HOLDING ACCESS TRAFFIC UP TO 15 MINUTES AND RESTRICTING TURNS INTO ACCESS FROM MAINLINE CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.

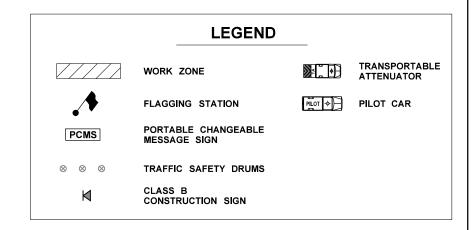
6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.



NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4A

MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65 NOT TO SCALE





FILE NAME	T:\412420\XL6458 - SR 9 - SF	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	SE - Plans, Sp	ecs & Est\(PSE) Pi	N - Plans\Proof\XL6458_PS_TC.	dgn				Plot 25
TIME	1:30:09 PM			REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			10 WAS	d					TC14
PLOTTED BY	baronap			IU WAS					SR 528 TO 132ND ST NE VIC	1011
DESIGNED BY	P. SCHNEIDER			22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22AU34				3		36
CHECKED BY	G. HUTTON			CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	R NIFLSEN	REVISION	DATE	RY		DE STAMP DOY	DE STAMP POY			SILLIS

SIGN SPACING	6 = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE

4. ALL CROSS STREET FLAGGER STATIONS SHALL COORDINATE TO RELEASE TRAFFIC ONLY IN THE DIRECTION OF THE SR 9 SINGLE LANE OR PILOT CAR MOVEMENT AFTER

MAINLINE TRAFFIC HAS CLEARED ALLOW TURNS ONLY IN THE SAME DIRECTION AS THE MAINLINE TRAFFIC OPPOSING TURN MOVEMENTS SHALL BE HELD UNTIL THE NEXT CYCLE.

5. WORK MAY OCCUR ACROSS INTERSECTING ROADWAY APPROACH (ON SAME SIDE AS LANE CLOSURE) BY HOLIDNG ACCESS TRAFFIC UP TO 15 MINUTES RESTRICTING TURNS

FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.

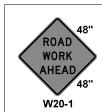
WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE

CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED

ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)							
MPH	TAPER	TANGENT					
50-70	40	80					
35-45	30	60					
20-30	20	40					





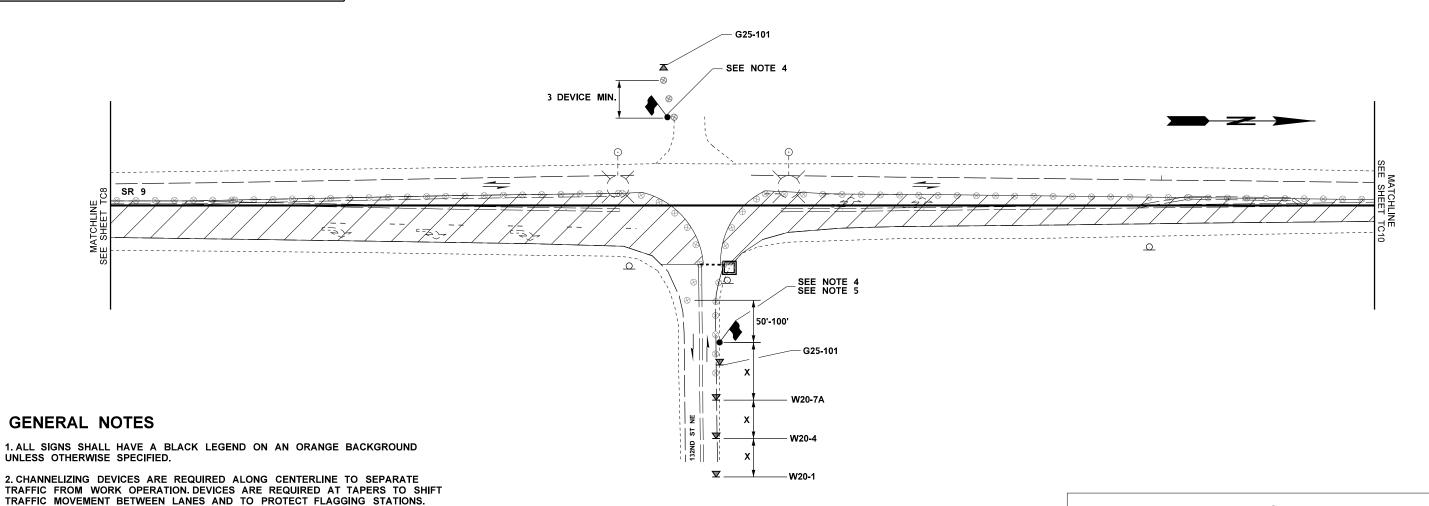










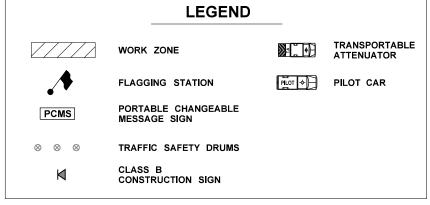


NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4A

DATE

132ND ST NE INTERSECTION

NOT TO SCALE



FILE NAME	T:\412420\XL6458 - SR 9 - S	R 528 to 132nd St	NE Vic - Paving with	Exceptions\PSE	- Plans, Sp	ecs 8	Est\(F	SE) PLN	- Plans\Proof\XL6458_PS_TC.
TIME	1:30:11 PM						REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022						10	WASH	
PLOTTED BY	baronap						יי ן	WASH	
DESIGNED BY	P. SCHNEIDER						JOB N	UMBER 034	
ENTERED BY	P. SCHNEIDER						224	1034	
CHECKED BY	G. HUTTON						CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	M. KAYANDA								
REGIONAL ADM	B. NIELSEN		REVISION		DATE	BY			



SR 9					
SR 528 TO 132ND ST NE VIC					
PAVING WITH EXCEPTIONS					

Plot 26 PLAN REF NO TC15

50

TRAFFIC	CONTROL	PLAN
---------	---------	------

SIGN SPACING = X (1)							
RURAL HIGHWAYS	60-70 MPH	800' +/-					
RURAL ROADS	45-55 MPH	500' +/-					
RURAL ROADS & URBAN ARTERIALS	s 35-40 MPH	350' +/-					
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS		200' +/- (2)					
URBAN STREETS 25	MPH OR LESS	100' +/- (2)					

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS. (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

PCMS					
1	2				
ONE LANE	PILOT				
ROAD	VEHICLE				
AHEAD	IN USE				
2.0 SEC	2.0 SEC				

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

4011
ROAD 48"
<pre>WORK ></pre>
AHEAD
48"
W20-1



W20-7B





PILOT CAR FOLLOW ME 18" G20-4



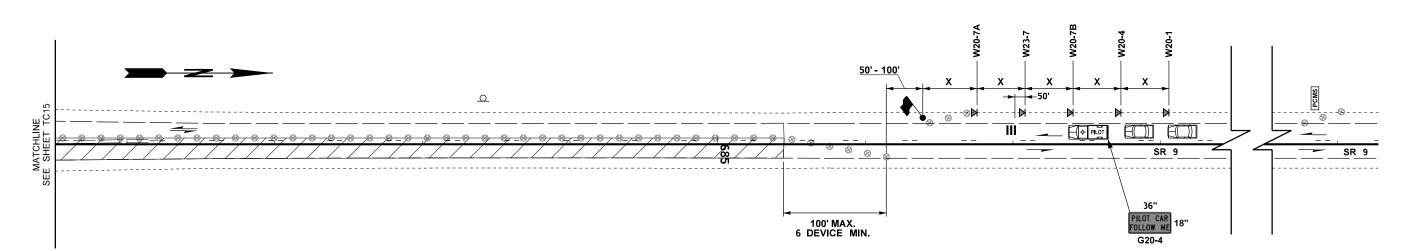


Plot 27

PLAN REF NO TC16

50

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)									
MPH	TAPER	TANGENT							
50-70	40	80							
35-45	30	60							
20-30	20	40							



NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4A

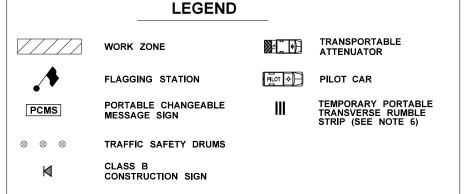
MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65

NOT TO SCALE

GENERAL NOTES

- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.
- 5. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- & SEE SHEET TO 1 OF TEMPORARY PORTABLE TRANSVERSE DUMBLE STRIP DETAILS

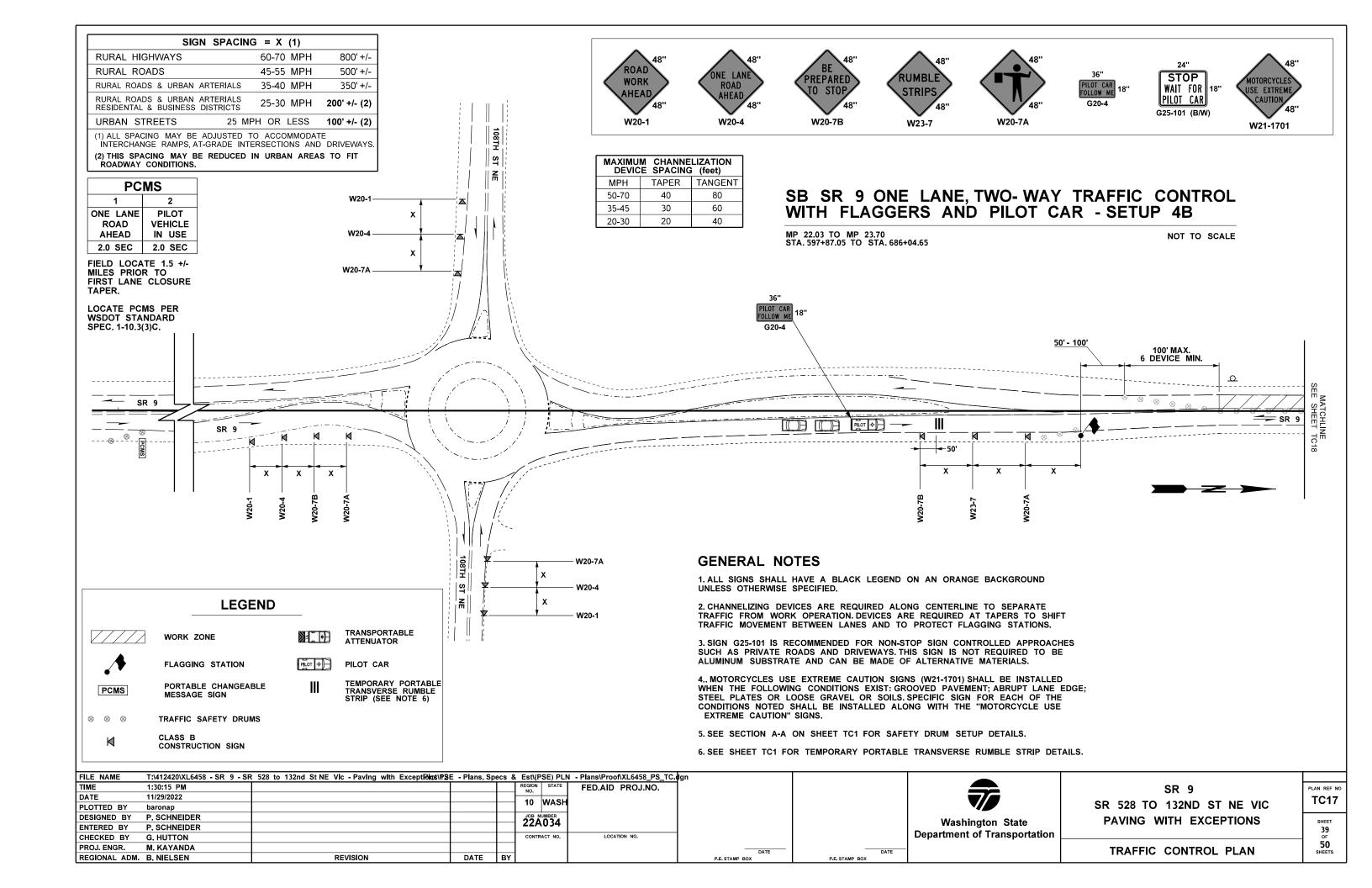
6. SEE SHE	EET TOT OR TEINIPORARY	PORTABLE TRANSVERSE RUMBLE STRIP DE	I AILS.							
FILE NAME	T:\412420\XL6458 - SR 9 - SF	R 528 to 132nd St NE VIc - Paving with Exceptions\PS	E - Plans, Sp	pecs &	& Est\(F	PSE) PLN	I - Plans\Proof\XL6458_PS_TC.	lgn		
TIME	1:30:13 PM				REGION	STATE	FED.AID PROJ.NO.			
DATE	11/29/2022				10	WASH				
PLOTTED BY	baronap				7 10	WASH				
DESIGNED BY	P. SCHNEIDER					NUMBER				Weekington State
ENTERED BY	P. SCHNEIDER				│ 22A	034				Washington State
CHECKED BY	G. HUTTON				CONTR	RACT NO.	LOCATION NO.			Department of Transportation
PROJ. ENGR.	M. KAYANDA							DATE	DATE	
REGIONAL ADM	R NIFI SEN	REVISION	DATE	RV	1			DE STAND DOX	DE STAND DOX	



SR 9

SR 528 TO 132ND ST NE VIC **PAVING WITH EXCEPTIONS**

TRAFFIC CONTROL PLAN



SIGN SPACING = X (1)							
RURAL HIGHWAYS	60-70 MPH	800' +/-					
RURAL ROADS	45-55 MPH	500' +/-					
RURAL ROADS & URBAN ARTERIAL	s 35-40 MPH	350' +/-					
RURAL ROADS & URBAN ARTERIAL RESIDENTAL & BUSINESS DISTRICTS		200' +/- (2)					
URBAN STREETS 25	MPH OR LESS	100' +/- (2)					

(2) THIS SPACING MAY B ROADWAY CONDITIONS.

URBAN STREETS	25 MPH OR LESS	100' +/- (2)
	ADJUSTED TO ACCOMMODATE F-GRADE INTERSECTIONS AND	
(2) THIS SPACING MAY DE	E DEDUCED IN LIDDAN ADEAS	TO EIT

	_	







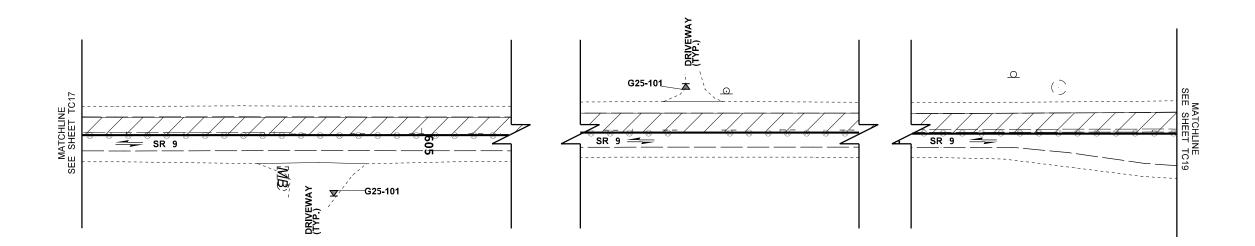


PILOT CAR FOLLOW ME G20-4





	MAXIMUM CHANNEI DEVICE SPACING				
MPH	TAPER	TANGENT			
50-70	40	80			
35-45	30	60			
20-30	20	40			

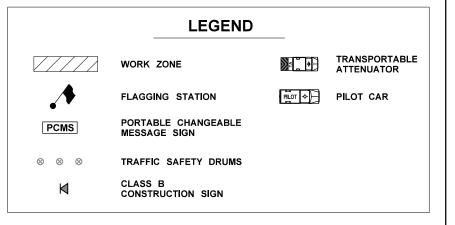


GENERAL NOTES

- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.
- 5. WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY ADDING A FLAGGER AND HOLDING ACCESS TRAFFIC UP TO 15 MINUTES AND RESTRICTING TURNS INTO ACCESS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.
- 6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

SB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4B

MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65



FILE NAME	T:\412420\XL6458 - SR 9 - SR 528 to 132nd St NE Vic - Paving	with Exceptions\PSE - Plans, Specs & Est\(PSE) PLI	N - Plans\Proof\XL6458_PS_TC.c	lgn				Plot 13
TIME	1:30:17 PM	REGION	STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022	10	WASH	;					TC18
PLOTTED BY	baronap	10	WASH]				SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER	JOB 22	NUMBER A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER	221	4034				3		40
CHECKED BY	G. HUTTON	CONT	TRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA				DATE	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
DECIONAL ADM	D NIELSEN BEVISION	DATE DV		1				INALIS CONTROL LAN	I SALETS

SIGN SPACING	= X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MPI	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS. (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

4. ALL CROSS STREET FLAGGER STATIONS SHALL COORDINATE TO RELEASE TRAFFIC

5. WORK MAY OCCUR ACROSS INTERSECTING ROADWAY APPROACH (ON SAME SIDE AS

LANE CLOSURE) BY HOLIDING ACCESS TRAFFIC UP TO 15 MINUTES RESTRICTING TURNS FROM MAINLINE CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.

CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

ONLY IN THE DIRECTION OF THE SR 9 SINGLE LANE OR PILOT CAR MOVEMENT AFTER MAINLINE TRAFFIC HAS CLEARED. ALLOW TURNS ONLY IN THE SAME DIRECTION

6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE

AS THE MAINLINE TRAFFIC. OPPOSING TURN MOVEMENTS SHALL BE HELD

UNTIL THE NEXT CYCLE.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)					
MPH	TAPER	TANGENT			
50-70	40	80			
35-45	30	60			
20-30	20	40			







NOT TO SCALE





PCMS

 \otimes \otimes \otimes

FLAGGING STATION

MESSAGE SIGN

PORTABLE CHANGEABLE

TRAFFIC SAFETY DRUMS

CLASS B CONSTRUCTION SIGN





ATTENUATOR

PILOT CAR

PILOT 💠

	-G25-101	
	SEE NOTE 4 SEE NOTE 5	
	3 DEVICE MIN.	
	·	σ
		MATCH SHEET
HUH SR 9 FIFTH FIRE THE STATE OF THE STATE O		THE TOTAL PROPERTY OF THE PROP
S		
	SEE NOTE 4	
	G25-101	
GENERAL NOTES	V ₩ W20-7A	
1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.		
2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.		
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.		LEGEND
4. ALL CROSS STREET FLAGGER STATIONS SHALL COORDINATE TO RELEASE TRAFFIC	SB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL	WORK ZONE TRANSPORTABLE

WITH FLAGGERS AND PILOT CAR - SETUP 4B

132ND ST NE INTERSECTION

FILE NAME	T:\412420\XL6458 - SR 9 - SR 528 to 132nd St NE Vic - Pay	ring with Exceptions\PSE - Plans, Spe	ecs &	Est\(PSE) PLN	N - Plans\Proof\XL6458_PS_TC.	lgn				Plot 14
TIME	1:30:19 PM			REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			10 WASH						TC19
PLOTTED BY	baronap			10 WASH					SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER			22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22AU34				3		41
CHECKED BY	G. HUTTON			CONTRACT NO.	LOCATION NO.			Department of Transportation		OF C
PROJ. ENGR.	M. KAYANDA					DATE	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	. B NIFLSEN REVISIO	N DATE	BY			PE STAMP BOX	PE STAMP BOX		INALLIO GONTINGE LEAN	SILLIS

SIGN SPACING = X (1)							
RURAL HIGHWAYS	60-70 MPH	800' +/-					
RURAL ROADS	45 - 55 MPH	500' +/-					
RURAL ROADS & URBAN ARTERIALS	35 - 40 MPH	350' +/ -					
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)					
URBAN STREETS 25 M	IPH OR LESS	100' +/- (2)					
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE							

INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS. (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)						
MPH	TAPER	TANGENT				
50-70	40	80				
35-45	30	60				
20-30	20	40				

PC	MS
1	2
ONE LANE	PILOT
ROAD	VEHICLE
AHEAD	IN USE
2.0 SEC	2.0 SEC

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE

LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	20	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	115	155	200	250	305	360	425	495	570	645	730

MOBILE TRA	NSPORTABL	E ATTENU	ATOR	ROLL A	HEAD DISTA	NCE = R		
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.				HOST VEHICLE WEIGHT 22,001+ lbs.				
UP TO 40 MPH	45-55 MPH	60+ MPH	UP TO	O 40 MPH	45-55 MPH	60+ MPH		
100'	172'	222'		100'	150'	172'		

GENERAL NOTES

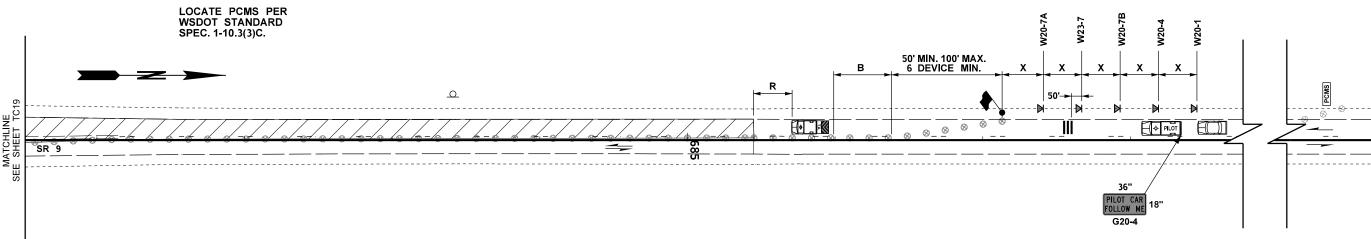
1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.

3. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.

4. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

5. SEE SHEET TC1 FOR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.

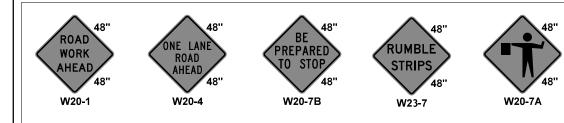


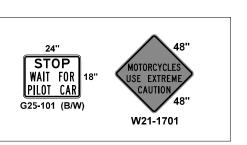
SB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4B

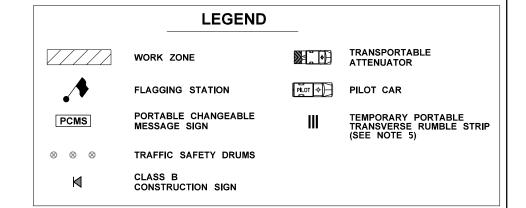
MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65

36"

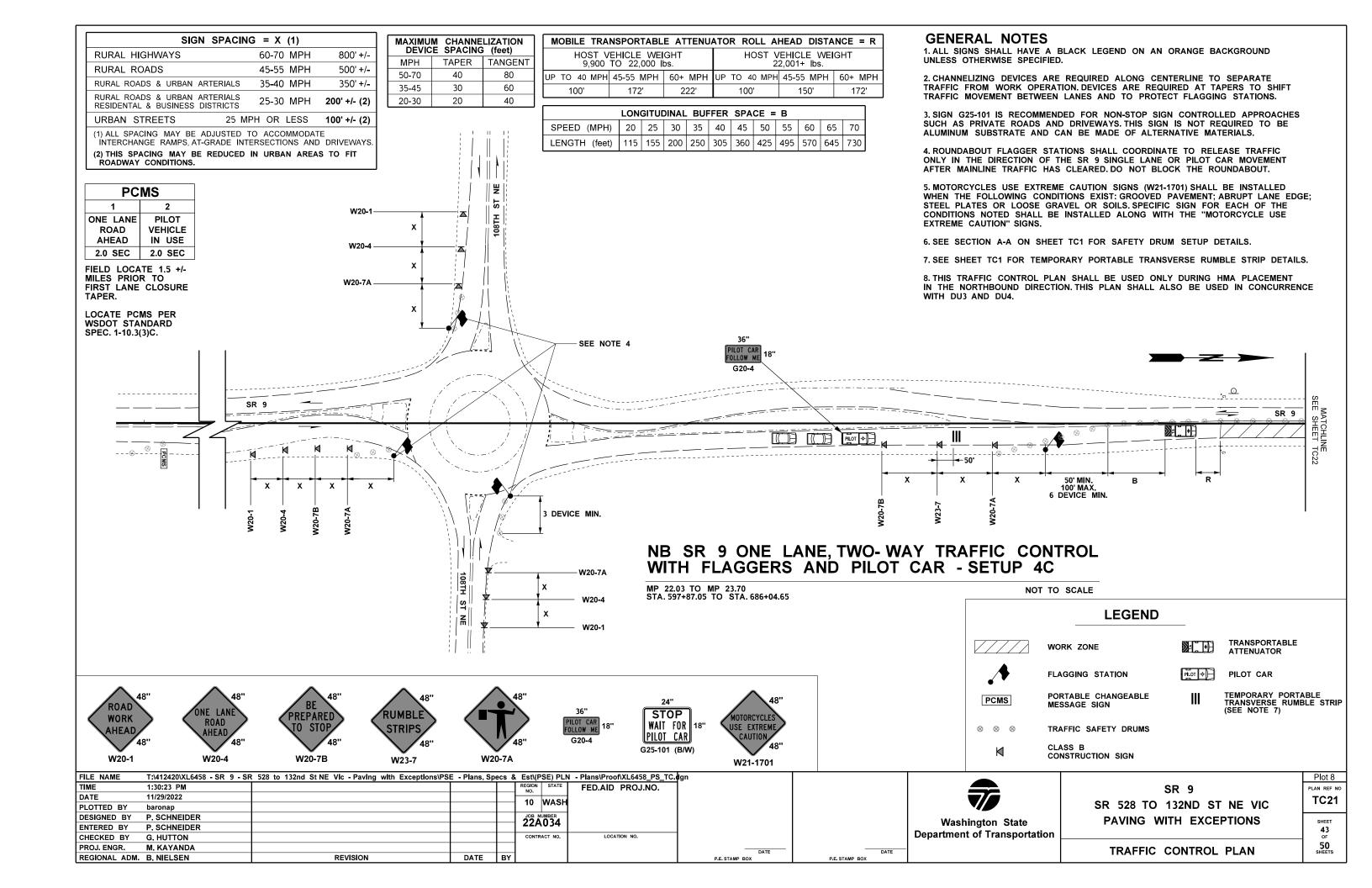
PILOT CAR FOLLOW ME 18"







FILE NAME	T:\412420\XL6458 - SR 9 - SR 528 to 132nd St NE VIc - Paving with Exceptions\F	PSE - Plans, Sp	ecs & Est\(PSE) P	LN - Plans\Proof\XL6458_PS_TC.	dgn				Plot 15
TIME	1:30:21 PM		REGION STAT	FED.AID PROJ.NO.	1			SR 9	PLAN REF NO
DATE	11/29/2022		10 WAS	급					TC20
PLOTTED BY	baronap		10 10					SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER		22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER		ZZAU34]		J	TAVING WITH EXCELLIONS	42
CHECKED BY	G. HUTTON		CONTRACT NO	LOCATION NO.	1		Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA				——————————————————————————————————————	DATE		TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	A R NIELSEN REVISION	DATE	RV		DE STAMP BOY	DE STAND BOY		MAINS SOMMOL LAN	I STILL TO



SIGN SPACING = X (1)							
RURAL HIGHWAYS	60-70 MPH	800' +/-					
RURAL ROADS	45-55 MPH	500' +/-					
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-					
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)					
URBAN STREETS 25 MF	PH OR LESS	100' +/- (2)					

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)									
TAPER	TANGENT								
40	80								
30	60								
20	40								
	E SPACING TAPER 40 30								

GENERAL NOTES

1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.

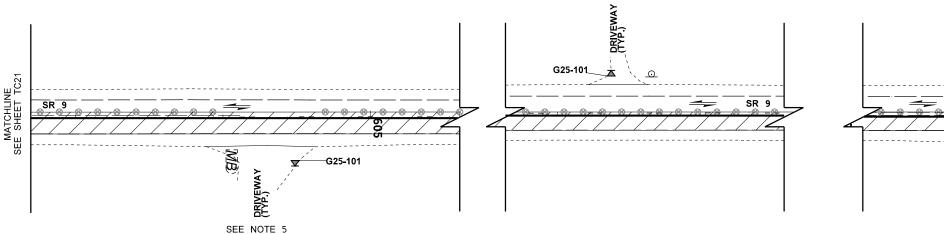
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

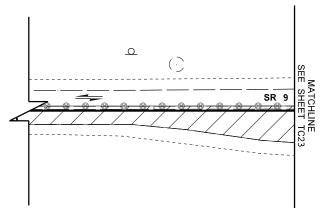
4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.

5. WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY ADDING A FLAGGER AND HOLDING ACCESS TRAFFIC UP TO 15 MINUTES AND RESTRICTING TURNS INTO ACCESS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.

6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

7. THIS TRAFFIC CONTROL PLAN SHALL BE USED ONLY DURING HMA PLACEMENT IN THE NORTHBOUND DIRECTION. THIS PLAN SHALL ALSO BE USED IN CONCURRENCE





NB SR 9 ONE LANE. TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4C

MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65

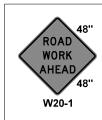
NOT TO SCALE

24"

STOP

PILOT CAR

WAIT FOR 18"













DATE

LEGEND TRANSPORTABLE WORK ZONE **ATTENUATOR FLAGGING STATION** PILOT 💠 PILOT CAR PORTABLE CHANGEABLE PCMS MESSAGE SIGN \otimes \otimes \otimes TRAFFIC SAFETY DRUMS CLASS B CONSTRUCTION SIGN

FILE NAME	T:\412420\XL6458 - SR 9 - S	R 528 to 132nd	I St NE VIC - I	Paving with	Exceptions\PSE	- Plans, S	pecs &	Est\(P	SE) PLN	- Plans\Proof\XL6458_PS_TC
TIME	1:30:25 PM							REGION NO.	STATE	FED.AID PROJ.NO.
DATE	11/29/2022							10	WASH	
PLOTTED BY	baronap							'0	WASH	
DESIGNED BY	P. SCHNEIDER							JOB N	UMBER 034	
ENTERED BY	P. SCHNEIDER							224	1034	
CHECKED BY	G. HUTTON							CONTR	ACT NO.	LOCATION NO.
PROJ. ENGR.	M. KAYANDA									
REGIONAL ADM.	B. NIELSEN		REVIS	ION		DATE	BY	1		



			SR	9				
SR	52 8	то	132	ΝD	ST	NE	VIC	
P	AVIN	G W	/ITH	ΕX	CEP	TIO	NS	

TRAFFIC CONTROL PLAN

TC22
SHEET 44 OF
50 SHEETS

Plot 9 PLAN REF NO

SIGN SPACING	6 = X (1)	
RURAL HIGHWAYS	60-70 MPH	800' +/-
RURAL ROADS	45-55 MPH	500' +/-
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25-30 MPH	200' +/- (2)
URBAN STREETS 25 MP	H OR LESS	100' +/- (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)									
MPH	TAPER	TANGENT							
50-70	40	80							
35-45	30	60							
20-30	20	40							















3 DEVICE	G25-101 SEE NOTE 4 SEE MIN.
SR 9	
MATCHLINE SEE SHEET TO	
	ROAD CLOSED
GENERAL NOTES	
1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.	
2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.	TYPE III BARRICADE W/ R11-201 SIGN W/ TYPE C LIGHTS BLACK/WHITE
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.	BLACK/WHITE 48"X30"

6. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.

7. THIS TRAFFIC CONTROL PLAN SHALL BE USED ONLY DURING HMA PLACEMENT IN THE NORTHBOUND DIRECTION. THIS PLAN SHALL ALSO BE USED IN CONCURRENCE WITH DU3 AND DU4.

4. ALL CROSS STREET FLAGGER STATIONS SHALL COORDINATE TO RELEASE TRAFFIC ONLY IN THE DIRECTION OF THE SR 9 SINGLE LANE OR PILOT CAR MOVEMENT AFTER

MAINLINE TRAFFIC HAS CLEARED ALLOW TURNS ONLY IN THE SAME DIRECTION AS THE

MAINLINE TRAFFIC OPPOSING TURN MOVEMENTS SHALL BE HELD UNTIL THE NEXT CYCLE.

5. WORK MAY OCCUR ACROSS DRIVEWAY OR ACCESS BY ADDING A FLAGGER AND HOLDING ACCESS TRAFFIC UP TO 15 MINUTES AND RESTRICTING TURNS INTO ACCESS

FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING ACCESS MAY BE REMOVED.

NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4C

132ND ST NE INTERSECTION

	LEGEND		
	WORK ZONE		TRANSPORTABLE ATTENUATOR
,	FLAGGING STATION	PILOT &	PILOT CAR
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN	+++	TYPE 3 BARRICADE
⊗ ⊗ ⊗	TRAFFIC SAFETY DRUMS		
М	CLASS B CONSTRUCTION SIGN		

FILE NAME	T:\412420\XL6458 - SR 9 - SR 528 to 132nd St NE Vic - Paving with Exception	ıs∖PSE - Plans, Sr	pecs &	Est\(PSE) PL	N - Plans\Proof\XL6458_PS_TC.	lgn				Plot 10
TIME	1:30:27 PM			REGION STATE	FED.AID PROJ.NO.				SR 9	PLAN REF NO
DATE	11/29/2022			10 WASH	1					TC23
PLOTTED BY	baronap			IU WASI]				SR 528 TO 132ND ST NE VIC	1023
DESIGNED BY	P. SCHNEIDER			22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22AU34]	TAVING WITH EXCELLIONS	45
CHECKED BY	G. HUTTON			CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE	-	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	M. B. NIELSEN REVISION	DATE	BY			P.E. STAMP BOX	P.E. STAMP BOX		TRAITIO GOITINGE LEAN	ONLETO

G = X (1)	
60-70 MPH	800' +/-
45-55 MPH	500' +/-
35-40 MPH	350' +/-
25-30 MPH	200' +/- (2)
PH OR LESS	100' +/- (2)
	60-70 MPH 45-55 MPH 35-40 MPH 25-30 MPH

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

PCMS					
1	2				
ONE LANE	PILOT				
ROAD	VEHICLE				
AHEAD	IN USE				
2.0 SEC	2.0 SEC				

FIELD LOCATE 1.5 +/-MILES PRIOR TO FIRST LANE CLOSURE TAPER.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

48"
ROAD
WORK >
AHEAD
48"
W20-1





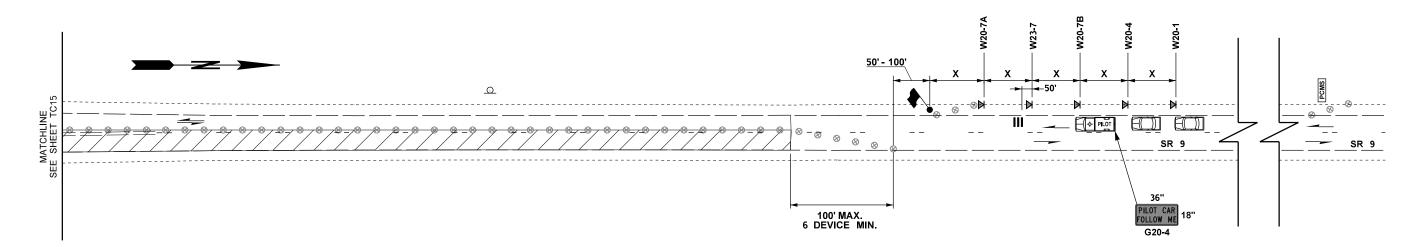


36"
PILOT CAR
FOLLOW ME
G20-4





MAXIMUM CHANNELIZATION DEVICE SPACING (feet)					
MPH	TAPER	TANGENT			
50-70	40	80			
35-45	30	60			
20-30	20	40			



AHEAD

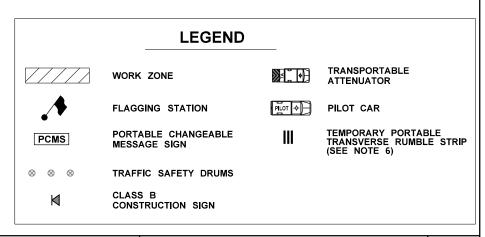
W20-4

GENERAL NOTES

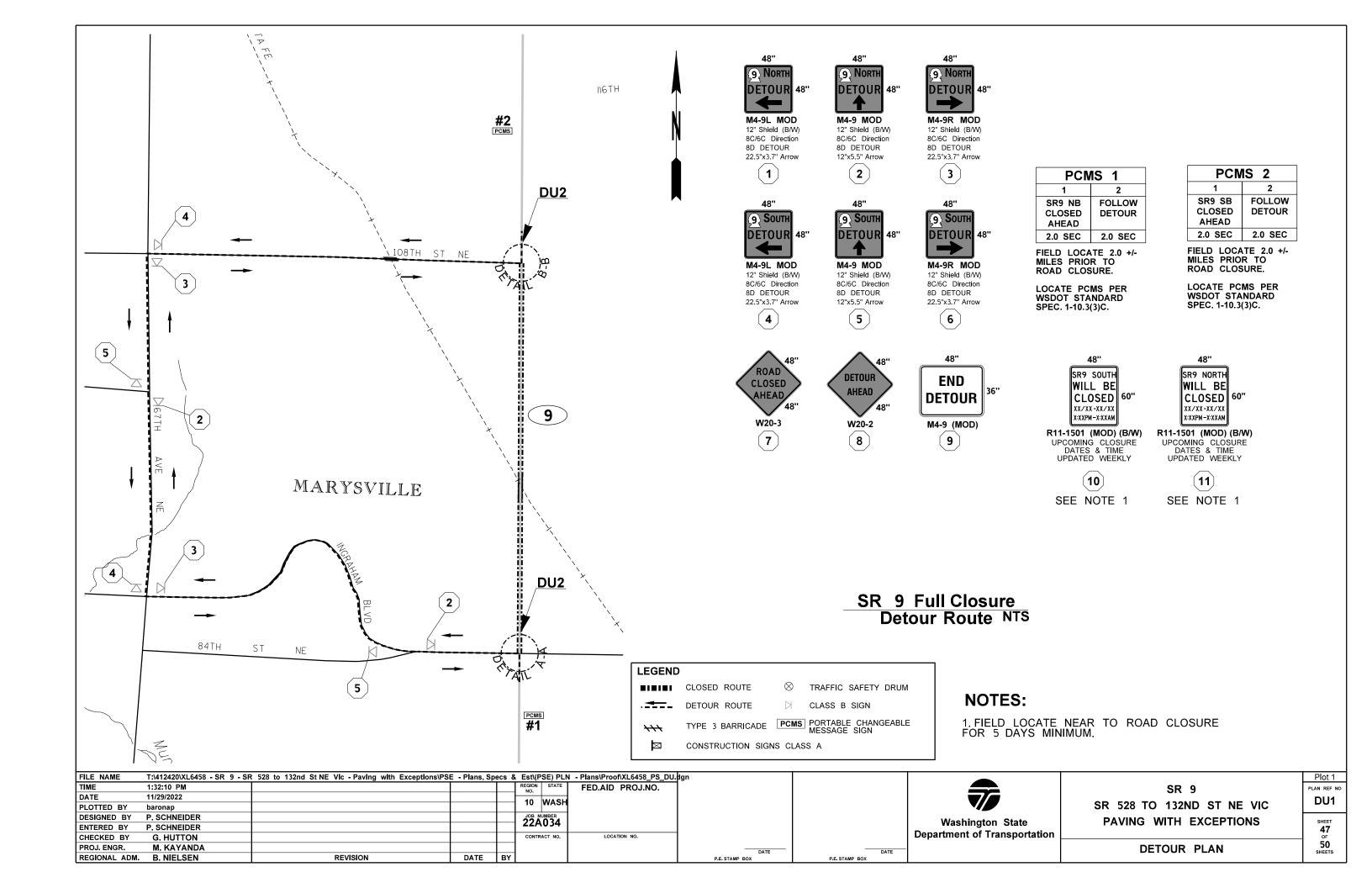
- 1. ALL SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
- 2. CHANNELIZING DEVICES ARE REQUIRED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
- 3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.
- 4. SEE SECTION A-A ON SHEET TC1 FOR SAFETY DRUM SETUP DETAILS.
- 5. MOTORCYCLES USE EXTREME CAUTION SIGNS (W21-1701) SHALL BE INSTALLED WHEN THE FOLLOWING CONDITIONS EXIST: GROOVED PAVEMENT; ABRUPT LANE EDGE; STEEL PLATES OR LOOSE GRAVEL OR SOILS. SPECIFIC SIGN FOR EACH OF THE CONDITIONS NOTED SHALL BE INSTALLED ALONG WITH THE "MOTORCYCLE USE EXTREME CAUTION" SIGNS.
- 6. SEE SHEET TC1 OR TEMPORARY PORTABLE TRANSVERSE RUMBLE STRIP DETAILS.
- 7. THIS TRAFFIC CONTROL PLAN SHALL BE USED ONLY DURING HMA PLACEMENT IN THE NORTHBOUND DIRECTION. THIS PLAN SHALL ALSO BE USED IN CONCURRENCE WITH DU3 AND DU4.

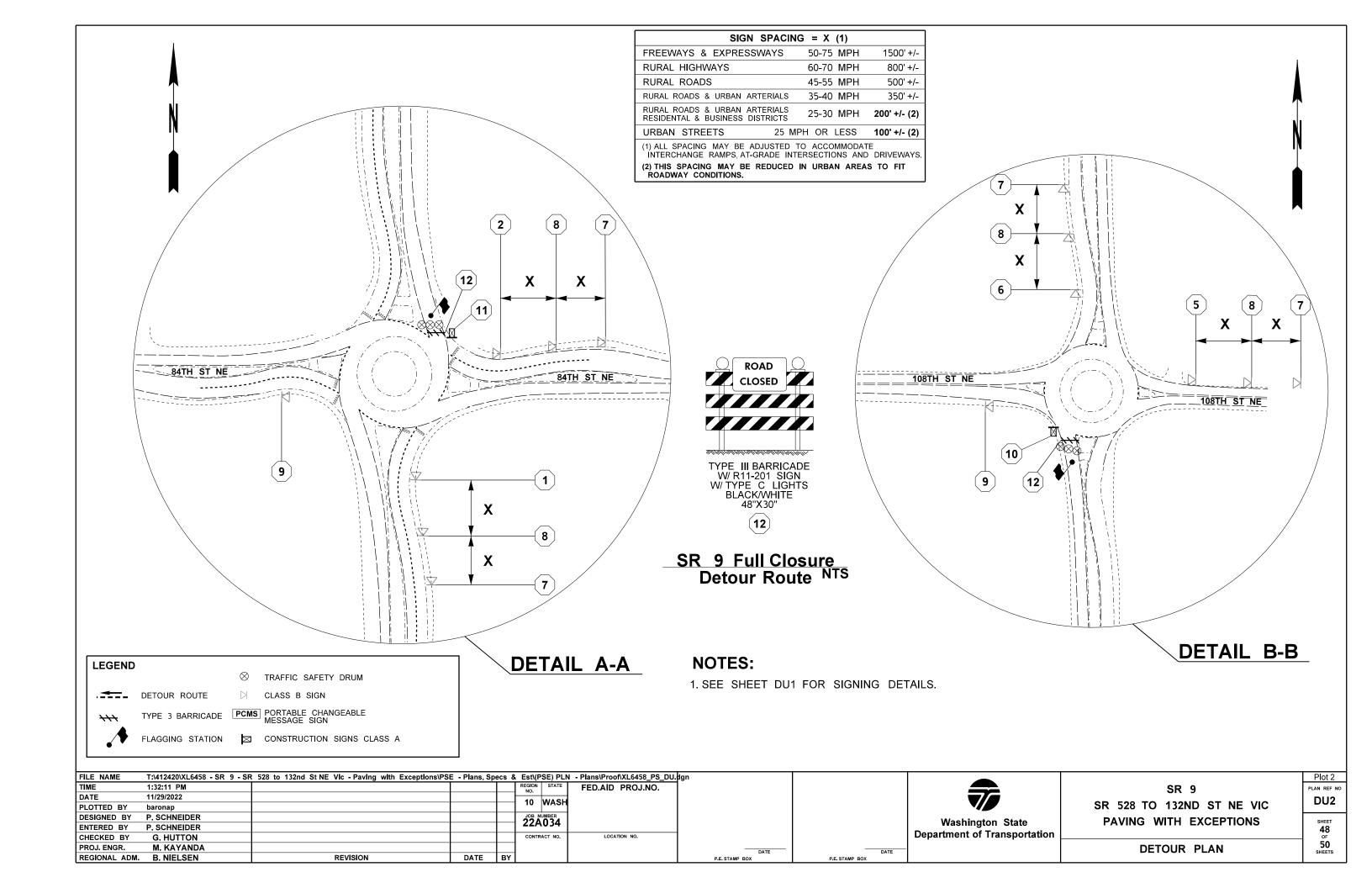
NB SR 9 ONE LANE, TWO- WAY TRAFFIC CONTROL WITH FLAGGERS AND PILOT CAR - SETUP 4C

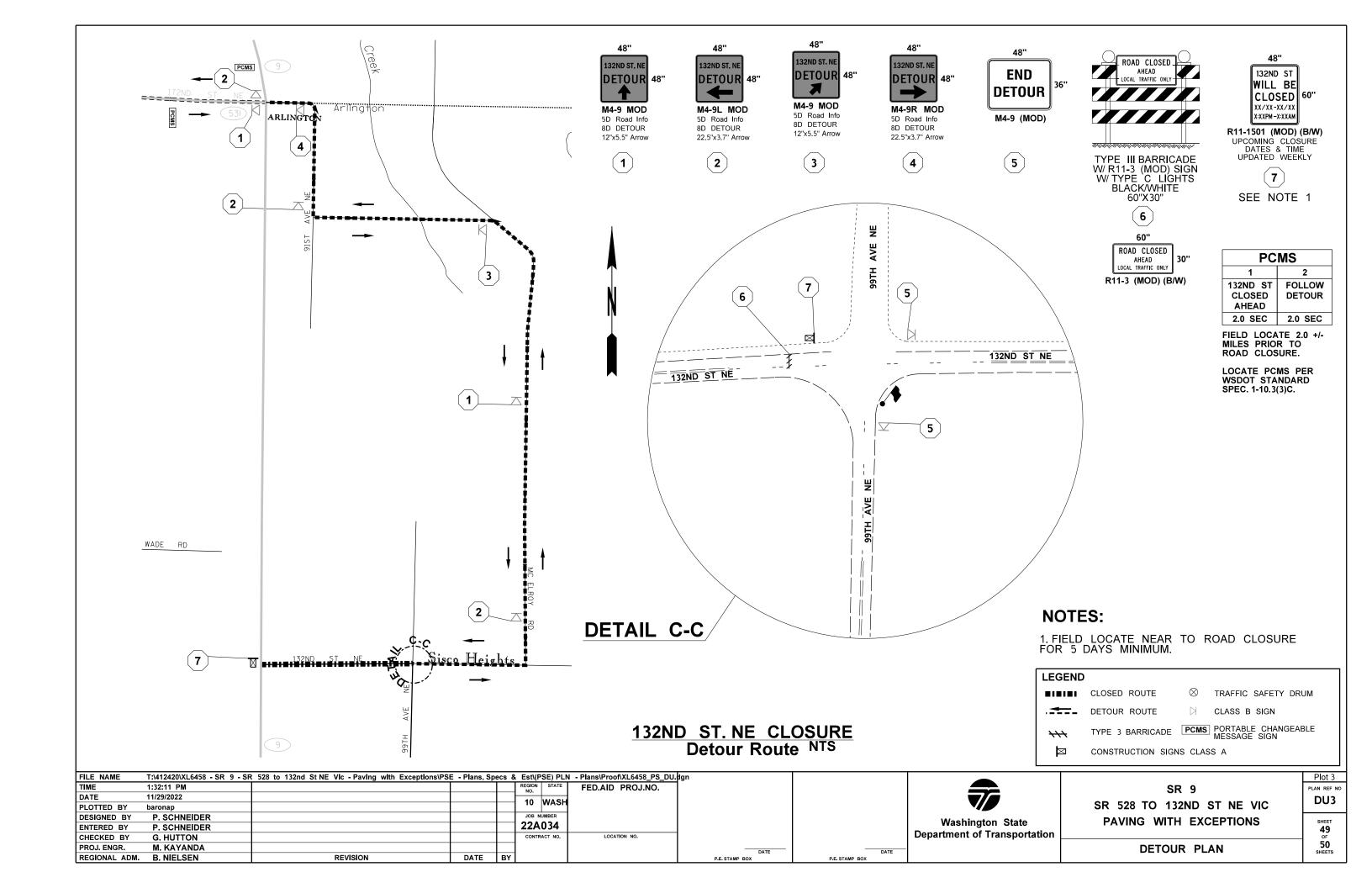
MP 22.03 TO MP 23.70 STA. 597+87.05 TO STA. 686+04.65

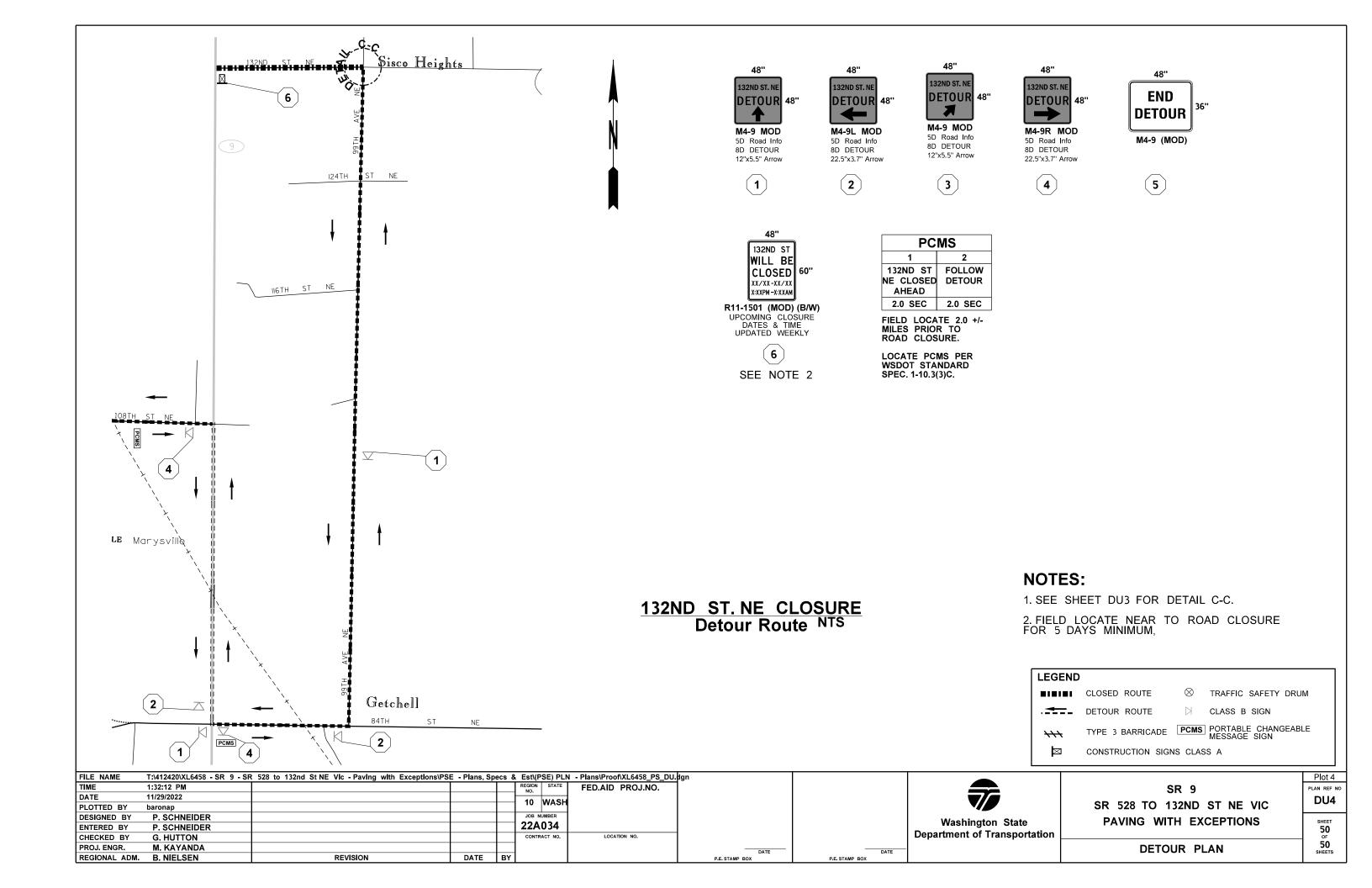


FILE NAME	T:\412420\XL6458 - SR 9 - SR 528	to 132nd St NE Vic - Paving with Exceptions\PSE	E - Plans, Spec	s & Est\(PSE) P	LN - Plans\Proof\XL6458_PS_TC.	.dgn				Plot 11
TIME	1:30:29 PM			REGION STAT	FED.AID PROJ.NO.	1			SR 9	PLAN REF NO
DATE	11/29/2022			10 WAS	급					TC24
PLOTTED BY	baronap			IU WAS					SR 528 TO 132ND ST NE VIC	
DESIGNED BY	P. SCHNEIDER			22A034				Washington State	PAVING WITH EXCEPTIONS	SHEET
ENTERED BY	P. SCHNEIDER			22AU34				3		46
CHECKED BY	G. HUTTON			CONTRACT NO.	LOCATION NO.			Department of Transportation		OF
PROJ. ENGR.	M. KAYANDA					DATE	DATE	-	TRAFFIC CONTROL PLAN	50 SHEETS
REGIONAL ADM	I. B. NIELSEN	REVISION	DATE	BY		P.E. STAMP BOX	P.E. STAMP BOX		TIVALLIS CONTINUE LEAN	SHEETS









22A034 XL6458 SR 9 SR 528 to 132nd St NE Vic - Paving with Exceptions

Final Audit Report 2022-12-06

Created: 2022-12-06

By: Dave Schrader (SchradD@wsdot.wa.gov)

Status: Signed

Transaction ID: CBJCHBCAABAAP062VjmG_jwetMg6TKtESv6jpc53Xq5W

"22A034 XL6458 SR 9 SR 528 to 132nd St NE Vic - Paving with Exceptions" History

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